

MANUFACTURERS' RECORD

A
WEEKLY SOUTHERN INDUSTRIAL
RAILROAD AND FINANCIAL NEWSPAPER.

Hon. CHAS. W. DABNEY, Jr.,

Assistant Secretary, Department of Agriculture,
Washington, D. C., and also president of the Uni-
versity of Tennessee, Knoxville, in a recent letter
said:

"The Manufacturers' Record surprises me constantly. You have a wonderful genius for discovering how to advance the industrial interests of the South. For fertility in good schemes, for enterprise in carrying them out, for zeal in the cause of Southern development, for thoroughness in its methods, and for accuracy in its reports, the Manufacturers' Record is unsurpassed in the South, and, as far as I know, in the country. No other section of our country and no country in the world, as far as my knowledge extends, has such a devoted, such an untiring and such an intelligent friend and supporter as the South has in the Manufacturers' Record. It is impossible to measure the good that you have done in our beloved country. These thoughts are suggested by some of your recent splendid achievements, and I am moved to write them to you as a slight testimonial from one son of the South. I hope that you may be preserved in health and vigor for many years to direct this noble enterprise, and that the Manufacturers' Record has many achievements still ahead of it which will far surpass any of those already accomplished."

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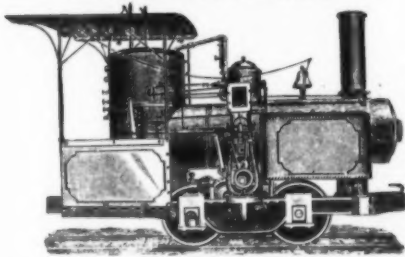
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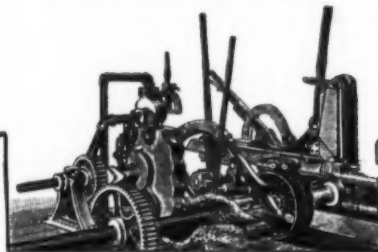
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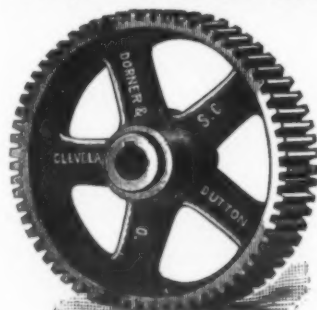
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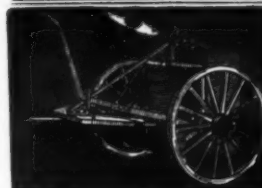
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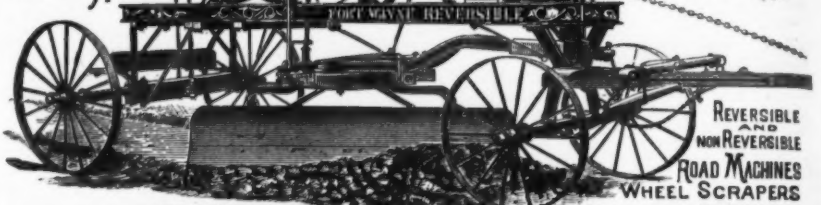
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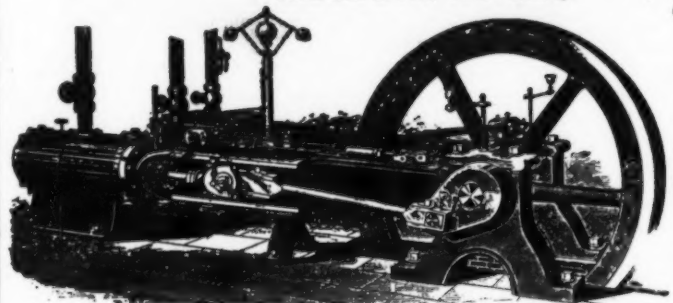
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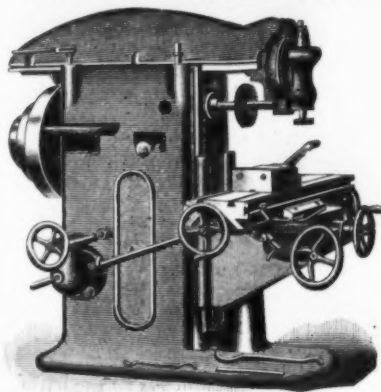
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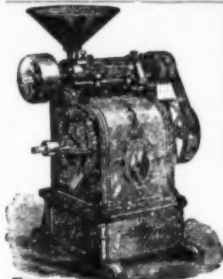
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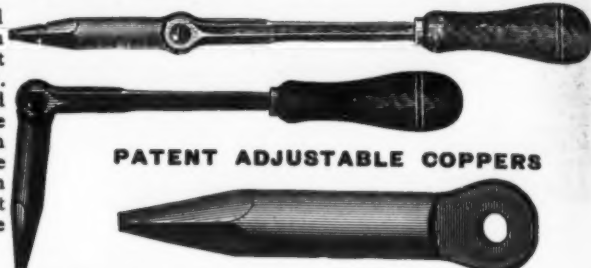
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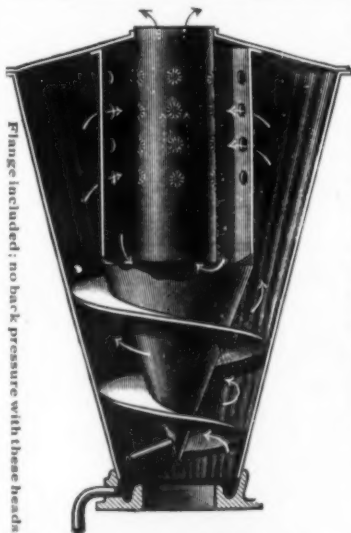
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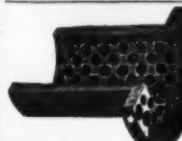
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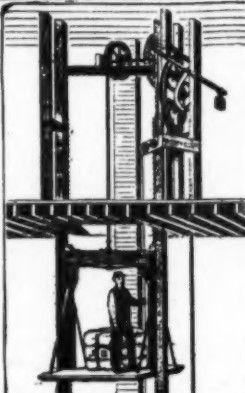
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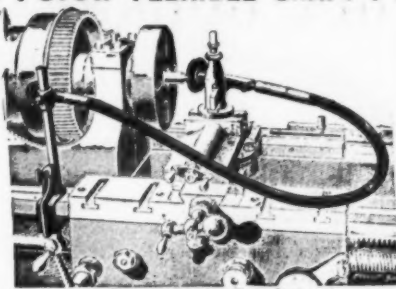
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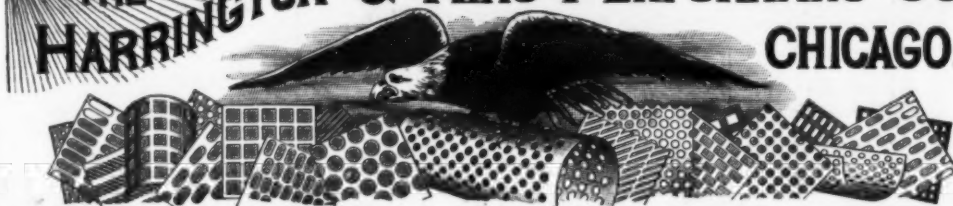
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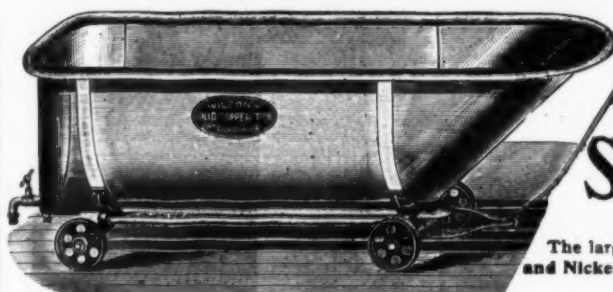
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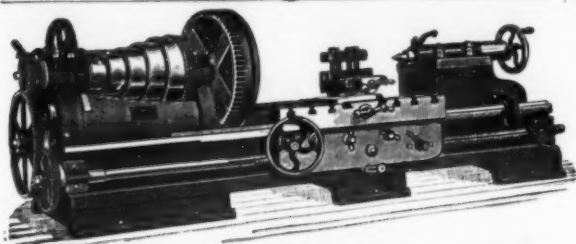
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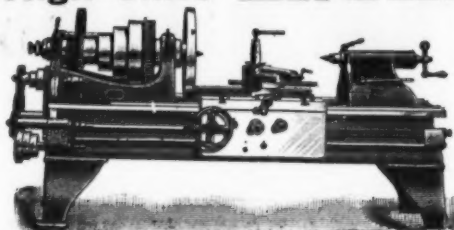
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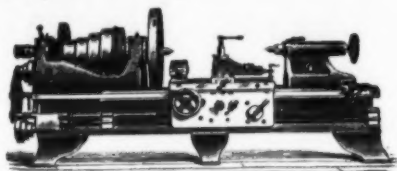
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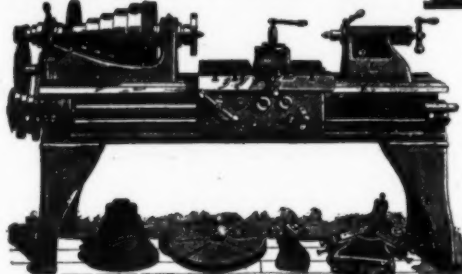
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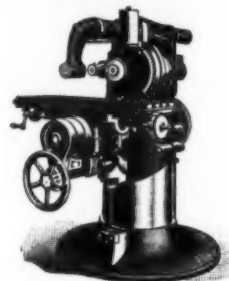
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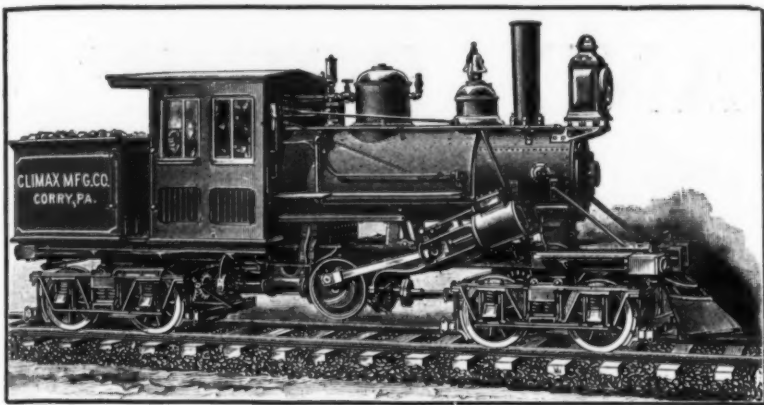
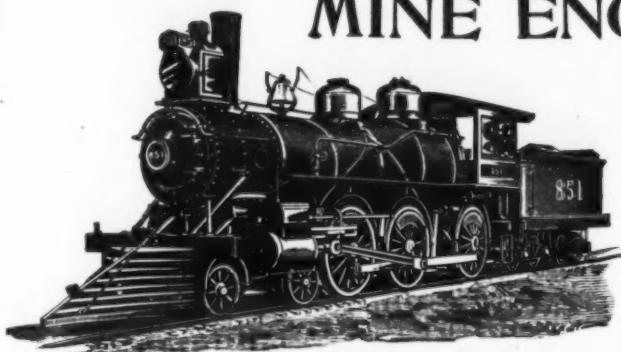
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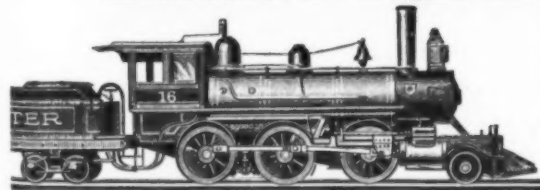
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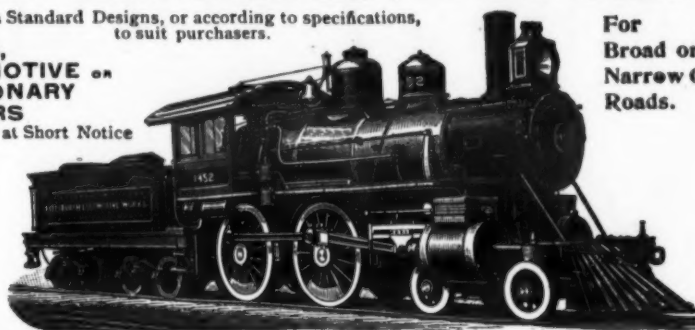
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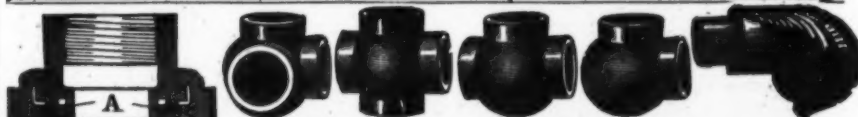
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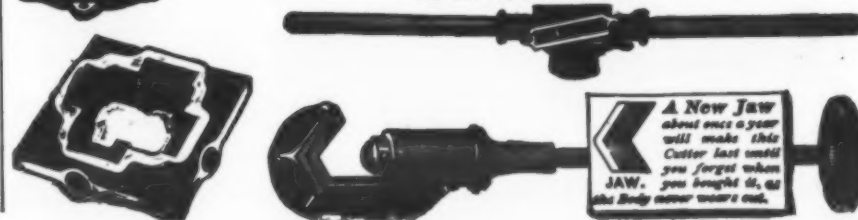
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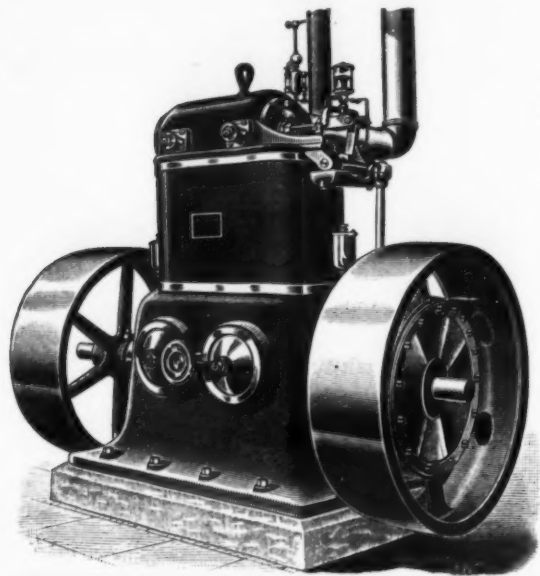
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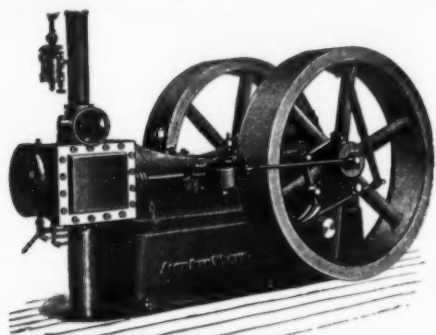
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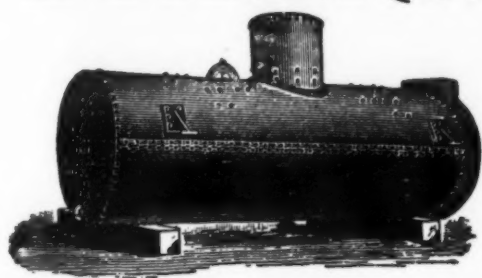
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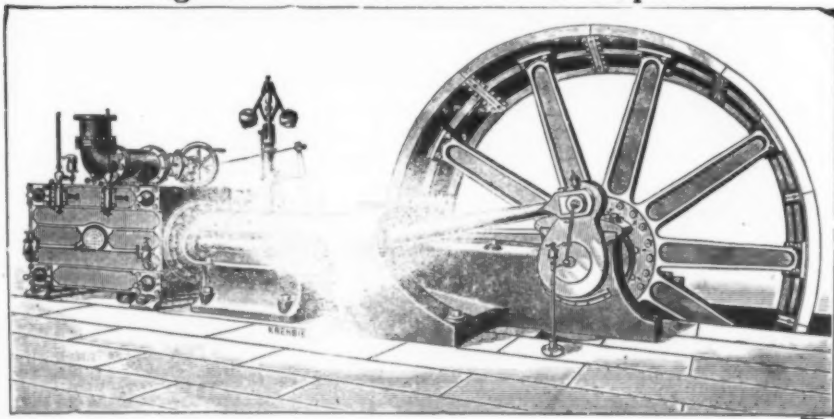
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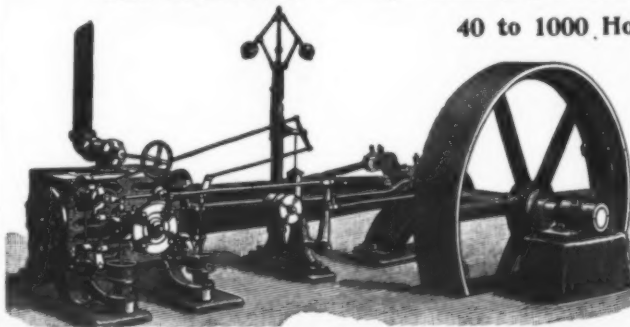
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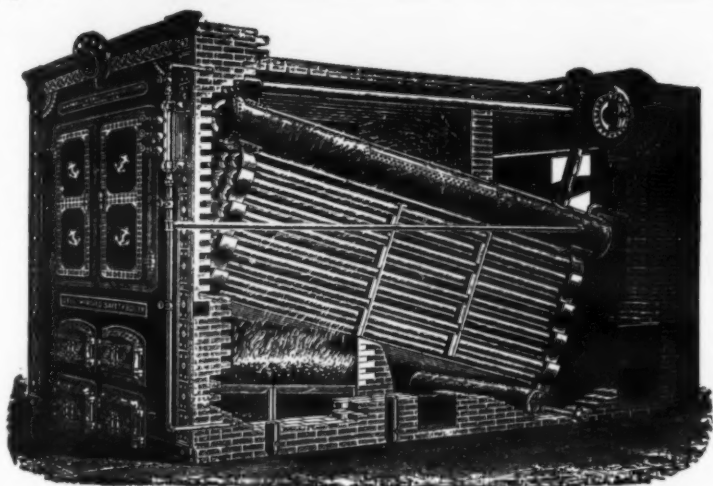
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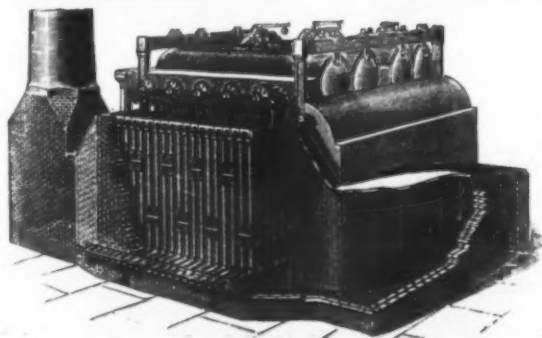
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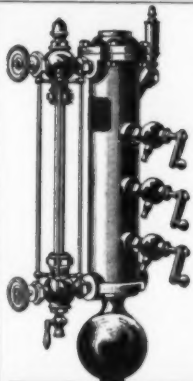
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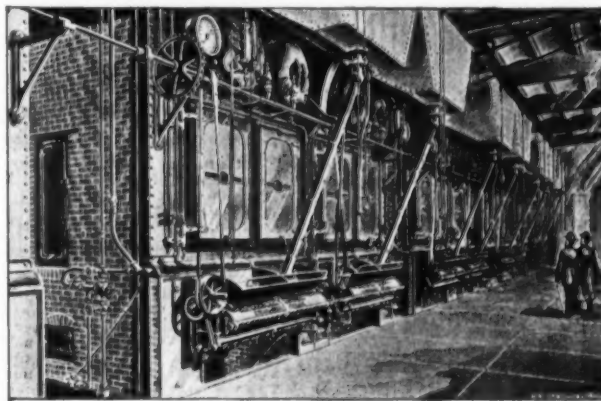
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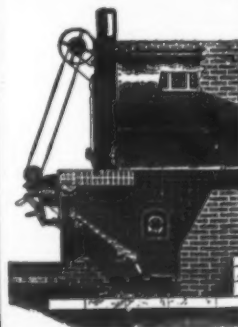
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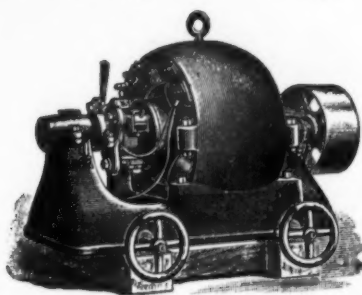
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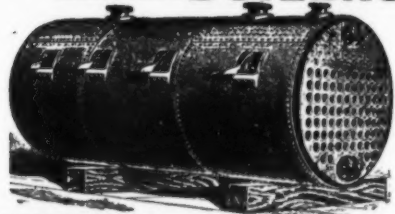
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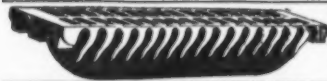
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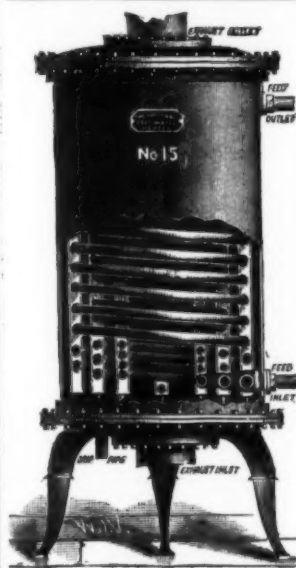
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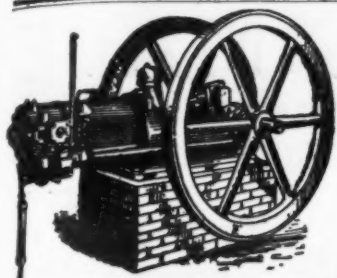
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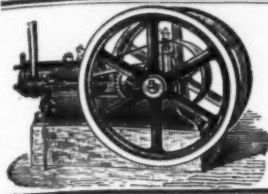
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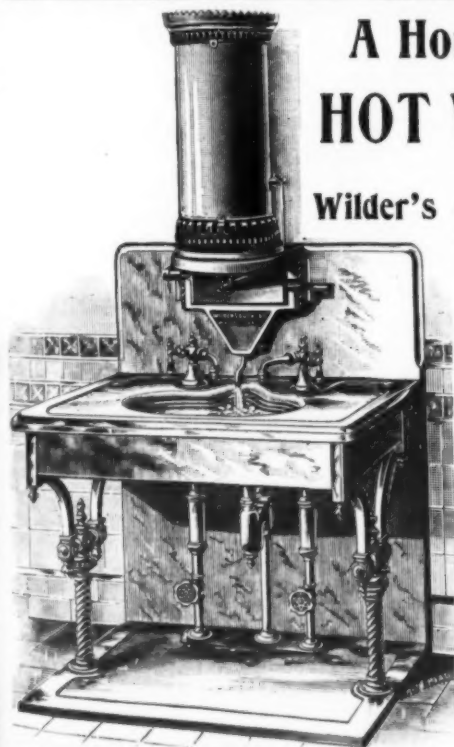
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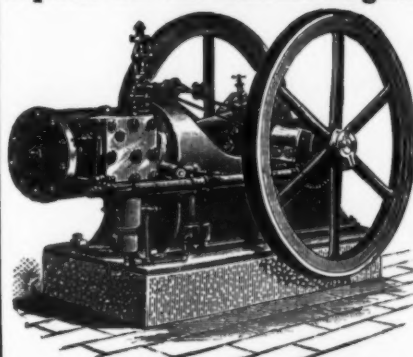
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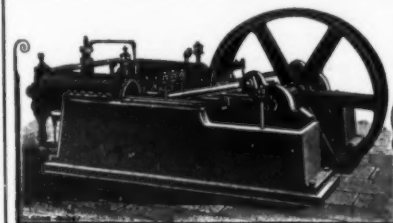
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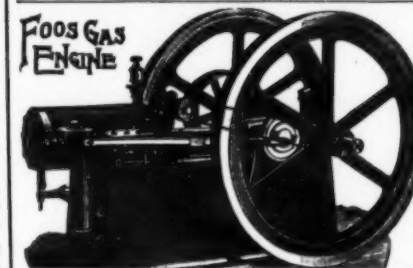


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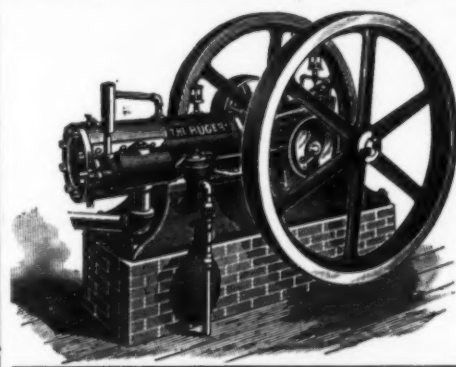
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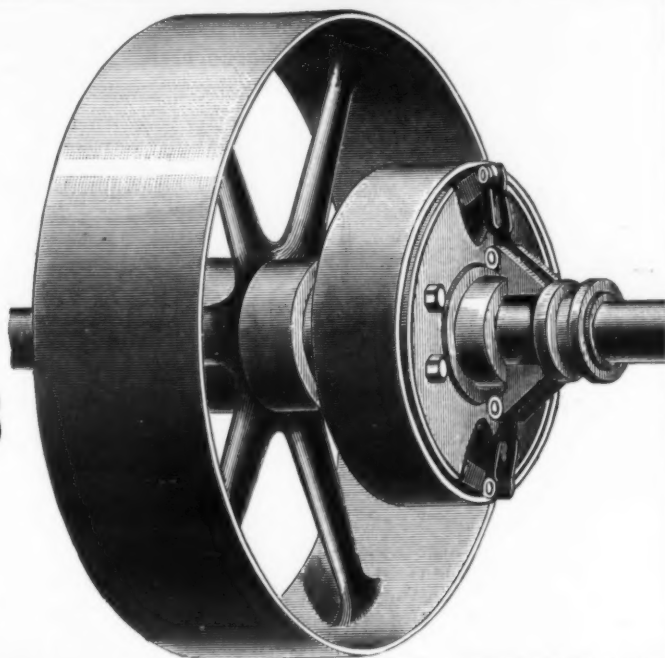


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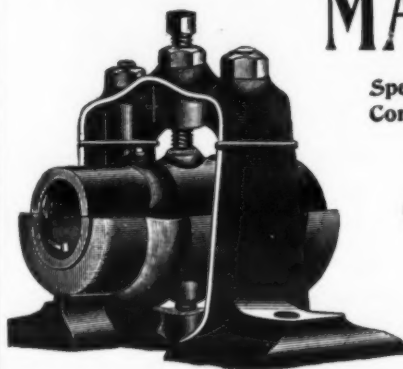
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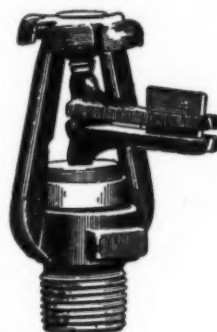
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GENTLEMEN—We have your favor of June 24th, and in reply would say that we are well pleased with our 100-barrel mill built by you some time ago. Notwithstanding the large amount of flour bought by our merchants when so cheap, we are selling ours to the best trade in the city, and many who have tried it will use no other. The mill makes the guaranteed quantity without any trouble and we anticipate good patronage. Wishing you the success we think you and your mills merit, with best wishes, we are,

Yours truly,

FARINA ROLLER MILLS,
Per J. A. Mills, Pres.

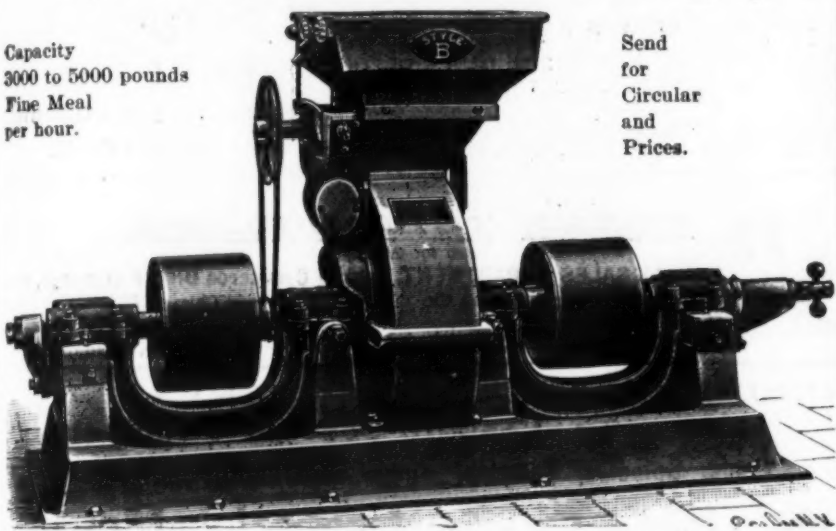
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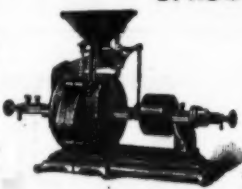
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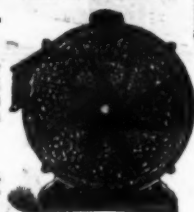
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Class.	No.	Hands empl'd	Capital inv'd	Annual product.
Rag factories.....	2	55	150,000	475,000
Bagging factories.....	1	325	300,000	350,000
Barrel factories.....	1	123	225,000	150,000
Basket and willow-ware factories.....	2	13	10,000	25,000
Breweries.....	1	250	75,000	125,000
Candy factories.....	1	100	167,000	300,000
Carrriage & wagon wks.....	6	100	60,000	35,000
Cider and vinegar.....	3	15	15,000	100,000
Cigar factories.....	9	100	60,000	35,000
Cotton factories.....	1	645	\$600,000	\$700,000
Cotton ties, etc.....	1	15	10,000	30,000
Cotton wool pick'g.....	4	20	10,000	25,000
Envelope & box facty.....	1	63	30,000	75,000
Fertilizer works.....	13	275	5,325,000	4,265,000
Flour and grist mills.....	8	200	150,000	700,000
Foundries & iron wks.....	3	200	250,000	300,000
Ice factories.....	2	25	75,000	100,000
Job printing and book binding.....	8	180	335,000	450,000
Lead factories.....	1	10	40,000	130,000
Marble & granite wks.....	5	60	40,000	75,000
Mattress factories.....	2	35	27,000	70,000
Men's clothing.....	11	90	66,000	250,000
Oil refineries.....	1	5	20,000	325,000
Proprietary estab'nts.....	35	170	75,000	150,000
Rice mills.....	3	130	400,000	1,000,000
Sandblasting & harnes.....	9	30	60,000	150,000
Sail & awning fact'ies.....	2	25	40,000	70,000
Sash & blind factories.....	5	320	350,000	850,000
Saw and lumber mills.....	8	250	300,000	175,000
Ship and boat yards.....	3	70	75,000	175,000
Soap and candle facty.....	1	15	25,000	60,000
Soda water, etc.....	22	150	70,000	650,000
Underwear factories.....	3	150	100,000	175,000
Totals.....	189	5474	\$9,589,000	\$14,272,000

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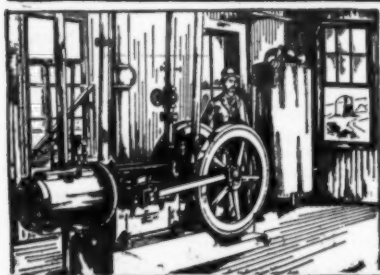
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A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

VOL. XXX. No. 11.
WEEKLY.

BALTIMORE, OCTOBER 9, 1896.

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BALTIMORE, OCTOBER 9, 1896.

Development of Southern Commerce.

The growth of the commercial interests of Southern ports is one of the most interesting phases of the trade movements of the country. This up-building of Southern commerce is so intimately related to the advancement of the industrial interests of this section that its importance cannot be overstated, for it means a broader and more comprehensive development of every branch of manufacturing and mining. Pointing out some of the reasons why this export trade is tending to Southern ports, the New Orleans Times-Democrat says:

The following table of comparison of mileage from Western shipping points to New Orleans and New York makes interesting reading in connection with the information published in the Times-Democrat of how the Southern railroads have won in the contest for Kansas City packing-house products:

	Miles.	Miles.
From—	New York.	New Orleans.
Chicago	912	912
St. Louis	1066	706
Kansas City	1343	866
Omaha	1403	1058
St. Paul	1322	1261

Commenting on this table, a Chicago paper says:

"For ten years the Gould lines have been building branches having for their object the opening up of direct routes to the ports of New Orleans and Galveston. Today the Gould interests control nearly 12,000 miles of railway in Nebraska, Kansas, Missouri, Indian Territory, Arkansas, Texas and Louisiana. In the case of a carload of corn originating, say, at Kansas City, would the Gould lines willingly haul it 288 miles over the Missouri Pacific to St. Louis, to be turned over to a Joint Traffic Association line for export via an Atlantic port, or would they prefer to haul the shipment on their own rails to tidewater at New Orleans or Galveston, and receive revenue for about 960 miles, as against the short haul of 288 miles?"

"It is an established fact that ocean rates to Liverpool and Continental ports can be maintained from New Orleans on the same basis as from New York, Baltimore and Newport News. It is admitted by those familiar with the situation that the Gould lines and the Illinois Central, reaching the Gulf from the North, are physically able to do good work in the way of train service at as low a cost as any of the existing single-track lines running to the East from Chicago. The cost of hauling such freight is proportionately less per ton per mile for an 800-mile haul to reach a Gulf port as against

a 1000 or 1400-mile haul to reach the Atlantic seaboard. The table of distances shown in this article shows the advantage which New Orleans has in nearness to some of the principal Western cities as compared to New York. As you go west of the Missouri river the advantage increases for a short haul to tidewater at New Orleans and Galveston, until at some points these Gulf ports have an advantage of 700 or 800 miles less rail haul to the East direct through Chicago.

"It will thus be seen that the Joint Traffic Association has an important competitor in the Gulf lines. The past eight months' record of grain shipments from the West shows conclusively that the competition has been felt."

The South's Opportunity.

The Board of Trade of Baltimore represents the business interests of the entire city. Its membership includes manufacturers, wholesale merchants, jobbers, exporters and others having extensive trade relations with the South, and also with the business world at large. At the annual meeting on Monday last President Levering, in his report, which was unanimously adopted, touched on the financial question. His statements, as voicing the convictions of the most conservative, careful business men—many of them men of wide experience in trade covering nearly every civilized country, whose operations have made them personally familiar with the workings of the currency of all foreign nations—are worthy of thoughtful attention. After reviewing the business conditions of the country, President Levering said:

Unfortunately, however, the business interests of the country had received a shock from which during the following winter there was only a partial recovery. This was largely due to the fact that, as the weeks went by, it became more and more apparent that Congress would not only not be able to enact any remedial financial legislation, as generally anticipated and universally conceded to be the one thing needed to restore general confidence and business activity, but that the free-silver agitation promised to become more and more pronounced. Soon after the adjournment of Congress the attention of the country became centred on the probable action of the respective political conventions on the question of the free coinage of silver at the ratio of sixteen to one, culminating in the precipitation of this question as a political issue by the action of the so-called Democratic National Convention in Chicago in July. That such a question, with its fallacies, with its dishonorable aspects, with its certainties of disaster to all interests and individuals alike, could ever have become a real issue in this country and in this age, is almost beyond comprehension; yet it is here before us at this time, and has to be met and a decision rendered at the polls on the third of next month. It is not strange, therefore, that financially, commercially and politically this country is now undergoing about as severe a strain as it has ever experienced. On this issue this board occupies no equivocal position. Again and again has it put itself on record, that, whilst it might favor, under certain conditions, bimetalism under international agreement, it is unalterably opposed to the free coinage of silver by this government alone, believing sincerely and thoroughly that the free coinage of silver on the basis of sixteen to one means a dishonoring of contracts, a repudiation of just obligations, and the substitution of a debased and fluctuating currency for one stable in quality and the equal in purchasing power of that of any country in the world; and, as a logical and necessary consequence, on the one hand, a severe loss to all who have anything to lose, rich and poor alike, including all savings-bank depositors, life-insurance beneficiaries,

receivers of stated salaries or incomes and wage-earners; and, on the other hand, a decidedly higher cost of living in the matter of food, clothing, house rent, etc. Some idea of the losses already incurred in one direction only as the immediate result of this agitation of free coinage may be gained from the statement that the depreciation in the value of the list of securities on the New York Stock Exchange within a year past has been in round figures some \$500,000,000, to which should be added the losses on similar investments elsewhere, as also those incurred by the manufacturers and merchants throughout the country caused by the stagnation in business and the consequent decline in values of many of the articles traded in or manufactured by them.

If such, in part, is the result of the fear of this country going to a silver basis through the election of the nominee of the Chicago convention, who can estimate the losses, direct and indirect, that would speedily follow his actual election, for with confidence shattered, anxiety and fear everywhere prevailing, business paralyzed, it goes without saying that all the evils feared would commence to be realized immediately upon the announcement of the election of the silver candidate, only to be greatly intensified as the day for his inauguration approached. Is this picture overdrawn? I think you will agree with me that it is not. Others more able to make a forecast not only confirm all thus indicated, but lead us to expect even a much worse condition. Believing this, we would be untrue to ourselves as a body and as individuals did we not again place ourselves on record as unequivocally opposed to the free coinage of silver, and also endeavor to do all in our power to avert the calamity which would certainly follow its success at the polls. I cannot believe for one moment that the outcome of this issue will be other than a decided victory for sound money. The sober second thought of the people, under the educational campaign now going on, will serve them in this crisis, as in other cases of national moment, the indications of which appear even now to be multiplying on every hand. With this disturbing cause removed, we would see such a revival of business as this country, in all of its history, has never witnessed. Commerce and manufacturing would vie with each other in the race, under which hardly an interest or an individual but would, in some measure, become a sharer therein.

Elsewhere in this issue are given the views of two prominent Southern men, now living in New York, and of a New Yorker interested in Southern railroad and industrial development, bearing on this vital question. They are directly in line with what Mr. Levering has so forcibly stated.

The Manufacturers' Record has no apology to make to its readers for devoting so much space to this subject. It is the one great question before the American people, and upon its rightful settlement rests the progress and prosperity of our country for many years to come. Will the South, realizing the magnificent opportunity afforded by this canvass, take a step forward and aid in this settlement? With an overwhelming victory for sound money in November next this section would enter upon an era of prosperity surpassing even the marvelous record made between 1880 and 1890. The time is ripe for the men of the South who realize the opportunity, and who appreciate the responsibility, to go forward, unmoved by criticisms or denunciations, knowing that in the long run the right will prevail and that the condemnation of today will be followed by the praise of tomorrow.

Fearing a "Storm."

Messrs. Buford Bros., iron and steel merchants, Nashville, Tenn., in the course of a letter to the Manufacturers' Record, say:

We are compelled to begin a course of economy so as to be ready for the storm which will sweep over the country if Bryan is elected. * * * Your paper is a valuable one, and has done more good for the South than any agency we know of.

That voices the sentiment of thousands of business men all over the South. From every Southern State, Maryland to Texas, letters to the Manufacturers' Record tell of the intense interest of the business men of the South in the success of sound money, and of their anticipations of great financial and business depression should free silver win. They are fearing the "storm" for which Buford Bros. write that they are trying to prepare. Here is the South's opportunity. Party ties are no longer binding; race troubles no longer threaten, for the democrats of Georgia even appealed to the negro vote in order to make sure of election. The men who have led the South onward and upward for the last twenty years, the manufacturers who have created wealth out of the South's raw material and furnished employment to thousands of hands, the merchants, the bankers, the railroad builders, are, so far as the Manufacturers' Record can learn, with but few exceptions, strongly opposed to free silver. They believe that their prosperity and the prosperity of this whole section is at stake. It behooves them, therefore, to make one great effort in behalf of the future of their section, and never before have they had such an opportunity as is now presented.

The Tennessee Exposition.

The announcement is made that Herman Justi has assumed charge of the Department of Promotion and Publicity to the Tennessee Centennial and International Exposition at Nashville. The commission in charge of the exposition is to be congratulated upon securing the services of Mr. Justi. He is a gentleman of much ability and energy, and is known in the South as a man of much public spirit. Such enterprises as the Tennessee Exposition need broad-minded men, of liberal views, to attain the success which they deserve.

In a letter to the Manufacturers' Record Mr. Justi writes that the buildings are well advanced, and that the exposition will be opened on the day advertised, complete in every respect. It is very close to the city proper, and easily accessible. The exposition and other causes have created quite an industrial revival at Nashville. Some of the factories are extremely busy. The Edgefield & Nashville Manufacturing Co., which makes a specialty of bank fixtures, is at work day and night. Mr. Justi also writes that a city improvement club is being organized, with the very worthy object of stimulating the people to place their stores and houses

in the best possible condition during the exposition year. It is intended to make the city as attractive as possible by improvements in different ways.

The Seaboard Air Line.

According to what seems to be a reliable statement of the case, the Seaboard Air Line system, including the Old Bay Line of steamers between Baltimore and Norfolk, has passed into the control of Mr. Thomas F. Ryan, of New York, and his associates. There is, however, a report, apparently coming from the other side, denying that such a deal has been made, but all indications seem to confirm the correctness of the statement that the New Yorkers have secured a controlling interest. It is positively claimed that this purchase has not been made in the interest of the Southern Railway Co., but that the buyers, who now own the Port Royal & Western Railroad, will form a connection between that system and the Seaboard, and thus build up a large system, not controlled by the Southern, but working harmoniously with it. Until the conflicting reports are settled by a final closing of the deal, it will not be wise to make any predictions as to what will be the effect upon the South. The Seaboard under its present management has been a power for good in attracting attention to the South, in bringing settlers to the country along its line and developing industrial interests. Should it happen that President Hoffman and Vice-President St. John retire from the management of this system, it would be a great loss to the South. Few men in the country have taken a broader view of Southern development and worked with equal ability in the upbuilding of the territory served by this road. The South can ill afford to spare them.

New Enterprises for Three Months.

The list of new industries reported as organized in the South during the past three months shows a total of 727, as compared with 660 for the corresponding period of 1895. The following list shows a comparison in detail of the various industries reported during that period:

Description of Industries.	Third quarter 1895.	Third quarter 1896.
Machine shops and foundries.	16	10
Stove foundries.	1	1
Miscel. iron and steel works.	9	1
Woodwork'g establishments, which include saw mills, planing mills, etc.	73	94
Furniture factories.	7	1
Carriage and wagon fac'ries.	1	1
Agricul-implement factories.	43	44
Mining & quar'g companies.	15	20
Flour mills.	48	17
Textile mills.	10	3
Cotton compresses.	7	12
Cottonseed-oil mills.	14	8
Brick works.	10	6
Canning factories.	10	25
Ice factories.	2	1
Elec.-light and power plants.	25	31
Gas works.	2	1
Water works.	21	31
Miscellaneous not in above.	349	418
Total	660	727

For Immigration and Development

A dispatch from Montgomery, Ala., states that D. H. Campbell and John T. Dickson, of Chicago, Ill.; W. O. Palmer, of Nashville, Tenn., and T. J. Scott, of Montgomery, have incorporated an immigration and development company, which is to be called the Southern Development Co. The charter is very general in its provisions, allowing the company to engage in a general colonization and immigration business, as well as to carry on manufacturing or mercantile enterprises if desired.

The Columbian Iron Works, of Baltimore, has secured the contract for two of the torpedo-boats to be constructed by the government. They will be single-screw vessels, with a speed of at least twenty knots per hour, and will be 102 feet in length and thirteen feet in width.

WHAT THE SOUTH MAY GAIN OR LOSE.

Another View of Past Obligations and Present Duty.

THE SOUTH'S OPPORTUNITY AS PRESENTED BY MEN INTIMATELY IDENTIFIED WITH SOUTHERN UPBUILDING.

[Special Correspondence Manufacturers' Record.]

New York, N. Y., October 5.

"There are other obligations besides political debts that the people of the South should remember on election day." These were the words of Mr. John C. Latham, an ex-Confederate soldier, who came up to New York from Kentucky after the war and has worked and lived here ever since.

He had just read in the New York Times a resume of the interview with Col. Wm. L. Trenholm, which appeared in last week's Manufacturers' Record, in which the South's leaning towards free silver was accounted for on the score of gratitude for political favors rendered, first in 1877, and again in 1890, by the free-silver republicans.

Anything that the head of the great cotton commission house of Latham, Alexander & Co. may have to say on the financial question, or any other question relating to the South, ought to carry weight with substantial people from the Potomac to the Rio Grande, and so I asked Mr. Latham to tell the Manufacturers' Record how he accounted for the affiliation of the South with those who advocate free and unlimited coinage of silver at the ratio of 16 to 1, and to give his views of the duty of that section at the present time. Mr. Latham said:

"The business men of the South do not favor unsound money; on the contrary, the great majority of them fully realize the importance of a stable, non-fluctuating currency, and believe that the prosperity and progress of the Southern States depend upon it.

"Many politicians advocate the free coinage of silver because it is a vote-getter, and a popular heresy with many honest but uninformed people who have not had the subject properly explained to them.

"So far as favors are concerned, the South is under tenfold greater obligations to the East than to the West, if obligations of any kind are to be considered.

"In the darkest days of the war the staunchest friends of the South were to be found in New York and the East, and after the disastrous conclusion, when her people were poor, almost hopeless and helpless, the people of New York extended a friendly hand.

"Our merchants cancelled, compromised or extended ante-war debts amounting to hundreds of millions of dollars, and, in addition, made the Southern people loans and sold them merchandise in almost unlimited quantities, receiving as security only their pledge of honor.

"For the past thirty years the South has received not only substantial aid, but encouragement in every way from Eastern merchants and capitalists. They have not only loaned her people money with a lavish hand, bought her cotton, reorganized and equipped her railroads, invested money in her factories, developed her mines, but have permanently placed their own means in every State in the South.

"On the other hand, what has the West ever done for the South since the termination of the war? She has sold the South corn, wheat and pork to the amount of \$50,000,000 to \$75,000,000 annually, which the South was foolish enough to buy, and not produce.

"There has been little or no reciprocity

in the trading between the South and West.

"Have the multi-millionaire silver-mine owners, who have made \$500,000,000 in mining silver, ever invested a dollar in the South, or aided in promoting a Southern enterprise of any kind?

"Briefly stated, I believe this is a correct summary of the South's relations with the East and West.

"Now, let us wipe off the slate to date, and say that the business of the South has been sufficiently profitable to discharge all obligations, and let us see what is offered her by an alliance with the East, on the one hand, or by the West on the other, to develop her magnificent resources.

"From the East she could expect the continuation of long-existing and cordial business relations; the extension of credits, at low rates of interest; increased railroad facilities; larger mining developments; the building of factories and the establishment of manufacturing enterprises of all kinds. Besides, the business of the South would be conducted upon safe, well-established principles, and with a currency that is good all over the civilized world.

"From the West, no such inducements as these before mentioned can be offered. On the contrary, an alliance with the mining States would simply mean that the great South is to vote for a President and Congress who will go to Washington and there agree that our government shall stamp fifty-two cents worth of silver a dollar, for the benefit of mine-owners in the silver States, and authorize them by law to pass this dishonest money on the American people.

"The annual demand for export of nearly two-thirds of the South's cotton crop can always be relied upon, and the Southern planter can surely get gold for it.

"If silver is to become the basis of our currency and be made a legal tender, our cotton, of course, would be paid for in silver. These miners in the Northwest would gladly supply foreign buyers with the white-metal dollars at a discount for gold.

"An argument in the South in favor of free coinage of silver is the appreciation of gold. It is claimed that silver has not gone down, but that gold has gone up.

"Doesn't it seem queer, if this be true, that a Southern planter would say to a foreign buyer: 'I don't want gold dollars in payment for cotton; they are too good, and are going to be better. I would much prefer to receive depreciated and fluctuating silver.'

"It also seems a little inconsistent that a Southern planter, who is a free-trader or tariff-reformer on everything else, would say, 'I wish to protect silver as much as possible.'

"Within the past five years the Southern States have shipped to Europe 28,332,120 bales of cotton, or an average of 3,666,426 bales each year. This cotton was sold for an average price of 8.53 cents per pound, and produced \$1,145,804,856, or an average of \$229,160,971 annually in gold.

"What could the South possibly gain by having her foreign customers for cotton take this \$229,160,971 gold each year, buy depreciated and fluctuating silver

dollars with it, and pay for the cotton with these dollars?

"It would appear that the Southern people should contend for the best money—gold—if for no other reason than that they have one product alone which commands in foreign markets an annual average of nearly \$250,000,000 gold.

"The South has no silver bullion to be stamped by the government, free of cost, at double its value, and hence, though the silver men of the West should succeed in their scheme of 16 to 1, how is the South to participate in the imaginary benefits of it?

"When the mine-owners receive the silver dollars from the mint in exchange for their silver bullion, they are not going to ship them all over the South as a present, no matter if they are worth only ten cents on the dollar.

"People will have to work or sell something to get money under free coinage, just as they do under the present system.

"In a word, for the people of the South to turn against their old business friends at the bidding of a lot of irresponsible politicians, would be a far less excusable act of ingratitude than had they long ago repudiated their alleged obligations to those silver republicans who took advantage of their extremity to make 'cat's-paws' out of them.

"What do I think of the outlook? I believe McKinley will be elected; but there is one weak point in the line of battle—that is, overconfidence. It is very essential for the prosperity of the whole country that the result of the election should be decisive, and every honorable means calculated to win a sound-money vote in a doubtful State or congressional district should be utilized.

"If Bryan's defeat is overwhelming, the people will feel assured that the currency system of the country will be safe, reliable, and they can make their calculations accordingly. Nothing is so hurtful to business as uncertainty."

A GIFT TO CÆSUS.

Capt. Hugh R. Garden Shows How Free Silver Will Benefit the Rich at the Expense of the Poor—How Free Silver Will Result in a Forced Contribution from the Toller to the Multi-Millionaire.

In a talk I had with Capt. Hugh R. Garden, a South Carolinian, now practicing law in New York, some new light was thrown on a phase of the silver question which cannot fail to undeceive many of our Southern friends who think that the gold standard is beneficial only to the rich. Capt. Hugh R. Garden, who was president of the Southern Society when that organization represented the best Southern sentiment in New York, won a wide reputation through his tactful management of the Virginia debt settlement, in which he did the work as counsel, having as his associates Grover Cleveland, Edward J. Phelps, Thomas F. Bayard, Sir John Lubbock and leading financiers of this country and Europe.

In reply to the questions—first, "who, in your judgment, would profit the most by the free coinage of silver at the ratio of 16 to 1?" and, second, "who would profit the most by refusing to depart from the existing standard," Mr. Garden said:

"I hesitate to say anything on the subject, but my convictions are so strong, and they accord so fully with my pride, my affections and my interests as a Southern man, that it would not be just to myself to decline.

"The effect of any change in the standard by which values are measured has always been to unsettle those values, and if the new standard is variable in quantity and intrinsic value, the effort to conform to such new standard will inevitably

cause a convulsion, the magnitude and duration of which cannot fail to produce enormous fluctuations in the prices of all commodities.

"With the free coinage of silver at the ratio of 16 to 1, these fluctuations must, in the nature of things, continue so long as it is undetermined whether the United States can and will take all of the silver offered to it from all parts of the world; or, in other words, prices will vary with the premium on gold, which will still be the standard of measure in our dealings with the world, however we may legislate to the contrary. Prices will advance and recede with the ebb and flow of this tide.

"The people who profit by fluctuating prices are those who have the money, credit and opportunity to take advantage of the misfortunes of others.

"At the lowest ebb, when all confidence is destroyed by the change, the capitalist, whose strong box is full of the cash with which to increase his store, will have the choice of all that the country has to sell, and he will take it at his pleasure and at his prices. He will merely have to gather in, at the expense of the producer and consumer, the harvest which his poorer brethren have brought to his door. This class will profit by the convulsion which first attends the change, and with every successive shock will take a new and firmer hold upon the wealth of the nation.

"The millionaire of today will thus become the billionaire of tomorrow.

"The class which will profit next is larger in number. It is composed of the so-called 'operators,' through whom the vast productive and commercial interests of this country are exchanged; men with cash, credit and experience to guide them in just such emergencies. They are not investors, they buy to sell again; and in the uncertainties which will be created by the conversion of gold into a commodity, they will thrive on the ebb and flow of the silver tide, growing richer and more powerful with each turn; and the last purchaser will find that his fancied profit amounted to nothing, while the powerful 'operator' of today will be the millionaire of tomorrow. The producer or consumer will get no benefit from these fluctuations, unless he is a capitalist, and able to take advantage of the opportunity offered by those who are advocating 'free silver for a change.'

"The foundations of the few really great fortunes in this country were laid during the civil war and the period of reconstruction—fortunes which were rendered possible by the unstable financial conditions which then obtained.

"Those fortunes were made at the expense of the government and people.

"It was but a repetition of what has taken place again and again in other countries under similar conditions, but the greatest opportunity of modern times will be afforded to this numerically small but financially powerful class, at the expense of our people, when we surrender a fixed for a variable standard, a certainty for an uncertainty, a demonstration for an experiment."

Continuing, Mr. Garden said, in answer to my second question:

"The trouble which will attend the trial of such an experiment will come with crushing force upon the Southern States, because they are, in the aggregate, the largest borrowers of money in the world, and must continue to be such, for many years, to carry on the development of their wonderful natural resources.

"During the first seventy-five years of our existence as a nation, the Northern States were the great borrowers of money. It was obtained from Europe, and was profitable to the borrower and

lender, and the North became powerful and strong.

"During the succeeding twenty-five years the West was the great borrower of money, and all that the North could spare supplemented the millions from Europe to make the Western wilderness blossom as the rose.

"From 1865 to 1885, we of the South (I say we, for the best energies of my young manhood were spent in that cause) sought in every possible manner to induce capital and population to come to us.

"Prior to 1880 every effort failed, for reasons which have passed into history.

"But the determination of such a people to conquer adversity eventually commanded success, and the decade of 1880-1890 witnessed a change in the tide, which brought thousands of millions of dollars and hundreds of thousands of people to join us in the development of resources unequalled on this continent. In that decade the face of the South was changed from woe to gladness, and the older and the younger generations vied with each other in taking advantage of the long-desired opportunity for recuperating our broken fortunes.

"Every stage of American progress has been by leaps and bounds, each extending over a period of about ten years, succeeded by a corresponding but shorter period of reaction. The decade of 1880-1890 was no exception to this rule, and the reaction has been aggravated by foreign financial disorders and domestic political mismanagement. The natural reaction has passed, and the South, except where extravagant speculation prevailed, has suffered less from its effects than any other portion of the country.

"The era of a new step forward is at hand, and it is delayed by one thing alone—this threat of free silver. The South, if wise counsels prevail, will again seize the opportunity, for she is naturally in the line of progress, and if she does seize it she will enjoy the fruit of additional thousands of millions poured into her hands. But of one thing we may rest assured, we cannot obtain those millions on the free-silver basis proposed.

"Of this entire land, the South will profit most (and that immediately) by adhering to the known standard of financial value, and by refusing to yield to the fatal error of free coinage of silver at 16 to 1. The South holds the position marked 'progress' on the map of America today. Let her hold fast to this position and not yield it at the suggestion of a new, untried, unnatural and selfish ally. I repeat, let the South hold fast to her position, which is a coigne of vantage. Let her then instruct her legislators, State and Federal, to require a more uniform distribution through local institutions of the existing circulating medium. That done, she will have at all times an adequate means of exchange with the rest of the civilized world, and the suggested free coinage of silver will become a thing of the past."

TO CHECK SOUTHERN DEVELOPMENT.

How States Like West Virginia Will Be Retarded By the Success of Free-Silverism

Gen. W. G. Dacey, of No. 30 Broad street, who happens to have been a life-long democrat, is one of the men who, by reason of some connection with enterprises involving Southern development, have been brought to look at the real issue in the pending campaign from a Southern point of view. In a talk which I had with him during a recent visit, he said:

"I am much impressed with the statement which I observe that Mr. James H. Eckels, the able comptroller of the currency, has made in a letter to Mr. Rich-

ard H. Edmonds, editor of the Manufacturers' Record, to the effect that if the remarkable pamphlet which Mr. Edmonds has written to show that the lack of free silver has had nothing whatever to do with the downward trend of prices, could have a general reading there would be less support for free silver in the South and West than in any other section of our country.

"I agree entirely with Mr. Eckels," General Dacey continued, "in this conclusion, but I think Mr. Edmonds's simple but masterly argument applies much more forcibly to the South than to the West, for the reason that the South just now stands in greater need of capital for its development and enrichment than any other part of the country, and you may set it down that capital is not likely to go where public sentiment may record itself as in favor of dishonest dollars; or, to put it more mildly, in favor of what lenders may consider dollars of less value than the ones the borrowers have received.

"This talk about the enhanced value of the gold dollar with which demagogues are attempting to mislead and deceive the people is too palpably absurd to deserve serious attention, and, in my judgment, it would be almost an insult to the intelligence of the people of the South to even argue that point. Therefore, assuming that they realize that honesty demands the maintenance of the standard of the commercial world, as was in effect declared by Thomas Jefferson, it is inconceivable how so intelligent a people can go against the promptings of both principle and interest in order to try a dangerous experiment.

"It is only a recent thing that the attention of men of capital and enterprise has been properly called to the opportunities presented by the South, and for the people of the South, just at the very time when the resources of their country are beginning to be appreciated by those who are able to assist in the development of those resources; just at the very time when a new era of prosperity is ready to dawn on the South through the diversion of the tide of investment from the West to the South—I say, for the people of that section to ally themselves right now with a set of men who are not only wrong in principle, but unable to help them in any way whatever, would be one of the most suicidal mistakes that was ever made.

"Take, for instance, the enterprise which I have been endeavoring to find money to materialize—a new railroad in the State of West Virginia—and consider it as only one among many undertakings which stand ready to be carried out in case there is no change in the monetary standard, but which, if free silver shall win in the coming election, will have to be postponed indefinitely. This one line will be worth more ten times over to the people of a broad belt in that State, incalculably rich, but now entirely inaccessible, than they would gain from free silver, even if all the theories of Mr. Bryan and his supporters about its benefits be conceded to be correct.

"So thoroughly satisfied am I of this proposition that I can't help feeling that if I could get away from New York and go down into the counties of the Guyandotte valley, in West Virginia, and talk to those good people face to face as I am talking with you now, and show them how free silver will result in their being kept out of the world for nobody knows how many more years, and make it plain to them how free silver will prevent their getting a market for their coal and for their timber; how it will prevent the opening of mines and the building of factories which would give them a home market for their farm products; how free silver

will shut out homeseekers whose coming would, by increasing demand, enhance the value of millions of acres of now neglected lands, which, though surprisingly fertile and comparatively close to the great centres of population, must continue practically unsalable so long as they remain inaccessible—I can't help feeling that if I could talk to those people face to face, not one in a hundred among them would be found standing in his own light on November 3.

"Yes, I have been a life-long democrat, but Bryanism is not democracy. The South would fare better under McKinleyism than under Bryanism, which is really silver-mine-ownerism, with a dozen other issues whose effect will be more disastrous to the South than to any other section. Legislation in the sole interest of the silver-mine owners will be a more flagrant kind of class legislation than has ever been so much as proposed by the most radical out-and-out republicans. It means the stoppage of all other kinds of mining, the impoverishment of millions for the benefit of a few multi-millionaires, not one of whom was ever known to lend a dollar for Southern development or to invest a penny in Southern up-building.

"The West, and especially the Northwest, has reached its zenith, and its development has undergone a reaction. It may, forsooth, in its extremity be excusable for welcoming any sort of wild experiment. But for the South, whose natural ally is the East, to join hands with strangers in striking a blow at the very friends who alone can be looked to for what it most sorely needs, to wit, the means with which to develop its resources, would be an act of extreme folly. For my own part, I cannot conceive of such a possibility, and least of all in States like the two Virginias and Kentucky, Tennessee and Alabama, whose resources will in a few years, under a sound financial system, undergo developments which will make each of them richer than Pennsylvania is today.

"If West Virginia, or any of the other States named, shall put itself on record at this election as in favor of sound money—and as a democrat I am free to say that the only way to do that is to cast its electoral vote for McKinley—the result would be that public confidence in the honesty of its people would receive such an impetus that capital from all over the world within a very short time would be found seeking investment within its borders, producing a progress and prosperity so far-reaching as to pervade every nook and corner, so general as to benefit men of all classes and conditions. I say this assuming, of course, that McKinley, and not Bryan, will be elected President."

THOMAS P. GRASTY.

Industrial News from Birmingham.

[Special Cor. Manufacturers' Record.]

Birmingham, Ala., October 5.

The improvement in the iron market seems to be a continuing one, and sales have reached a point that characterize an active market. Quotations are hardening also, and are now given at \$8 for No. 1 foundry, \$7.25 for No. 2 foundry, \$6.75 for No. 3 foundry, \$6.50 for No. 4 foundry and \$6.50 for gray forge and mottled. No. 1 soft is quoted at \$7.25, and No. 2 soft at \$7. These figures can be relied upon as inside ones, as there have been sales of No. 2 foundry at \$7.50, gray forge at \$6.75 and No. 2 soft at \$7.25. To an increasing inquiry, a broadening and a hardening market, you must add a depletion of stocks that make some grades scarce. This accounts for the relative high price of No. 1 foundry and the soft grades. Buyers seem more and

more to realize the actualities of the market, and accept, with little contention, prevailing prices. Sales are meeting wider distribution, and round-lot orders are not infrequent. The week ends with an advance scored of twenty-five cents over the preceding week. In some instances it reaches fifty cents. There is yet a lack of uniformity of prices among all the interests, each being governed by the special environments surrounding it. The activity of sales is practically confined to the two leading interests. There continues a moderate export inquiry, and orders have been duplicated by foreign buyers at the prices paid in September. These have been declined and an advance asked. Negotiations concerning them are now pending. One of the orders is for 3000 tons. Japan was one of the September buyers, taking 3000 tons, for which shipping orders have been received. A visit to the iron offices makes it very patent that a better feeling exists and a more confident tone prevails.

Some friction is reported to exist between one of the furnaces and its labor, but has resulted so far only in inconvenience to the labor. It is in process of conference, with prospect of agreement. It may be well to say that the quotations given are for 1896 deliveries only. Those extending into 1897 are marked up an additional twenty-five cents. Considerable interest has been manifested in the final outcome of the experiments in steel-making by the Hawkins process. It has its friends and its detractors. Those interested in it financially and by reputation ought to be better posted as to the demonstrated results than those who seek to find defect only. In one run of last Tuesday, steel was produced in four hours from the time the charge was fired. Only hammer samples have been shown so far, which, to the eye accustomed by long usage to gage quality by external appearances, gives every indication of satisfactory quality. The slabs have been delivered to the rolling mills, which will roll them some time this week when their plate mills are running. On Friday afternoon the furnace was again fired, and in fourteen hours three runs were made. The owners of the process are in fine spirits over the result, and predict a great future for the process. The fact that steel can be made here is nothing new to the initiated. The one great fact to be established is, that the Hawkins process can do it with greater economy in time and cost. It is claimed that this has apparently been demonstrated by the recent experiments. But convincing, practical results can come only from operations on a larger scale and of longer duration. That these will follow the restricted experiments is more than probable. These, if as successful, will be but the precursor of large plants here working this process. If one's credulity was not shaken by repeated disappointments in the past, when positive statements built nothing but "great expectations" finally, he might give currency to "positive assurances" of the formation of a strong \$1,000,000 company to make steel. But these times, tardy deliberation has the call on impulse. Money and talk don't always agree.

There is nothing of special interest developed among our minor industries. The rolling mills operate only such branches as demand requires, and employ only a part of their usual complement of labor. At Bessemer the Alabama Pipe Works has resumed work, with about half the labor it can use when actively at work. There is a cleaning up and getting ready for active work, which is a good augury. It shows there is an encouragement ahead for business in this district. Financial magnates report a

continuous easing of the monetary situation, and with such encouragement all of us will soon come to believe that the way to resume activity in business is to resume it—just as Horace Greely believed and advised concerning specie payments.

J. M. K.

Iron Markets.

Cincinnati, Ohio, October 3.

The week has been a cheerful one in spite of the depressing influence of the weather. There has been broadening of the current of trade, and interest in pig iron is becoming more general. Southern brands have commanded most of the attention, although numerous orders have been placed for Ohio irons. The furnace companies are pursuing a wise and conservative course in refraining from any artificial forcing of advances. There is no combination in the South, but each company is making quotations based on the condition of its order books and stocks on hand. When it is found that any grade is heavily sold ahead, agents are instructed to quote only at a higher figure. There is no weakness anywhere, but prices are irregular, some holding certain grades 25 to 50 cents per ton higher than others.

Investors have apparently dropped out, and the demand now is from actual consumers, who are buying to cover probable wants for longest deliveries obtainable. Everyone apparently believes in a high range of values at some time during the next six months, and producers are unwilling to fill their books with orders, even at present quotations, which afford no profit.

All important transactions are now conducted by wire, for the furnaces wish to know each night, as near as practicable, what orders have been taken. It is therefore impossible to leave quotations open or give any options.

Several Lake Superior charcoal deals of importance are under way, and a few sales of Southern charcoal have been made.

In spite of small consumption of iron, it looks now as if the buying movement is gathering force, and will result in gradually advancing prices.

We quote for cash f. o. b. Cincinnati:

Southern coke No. 1 foundry...	@ \$10 50
Southern coke No. 2 foundry...	9 75@ 10 00
Southern coke No. 3 foundry...	@ 9 50
Southern coke, gray forge...	@ 9 25
Southern coke, mottled...	@ 9 25
Southern coke No. 1 soft...	9 75@ 10 00
Southern coke No. 2 soft...	9 75@ 10 00
Lake Superior coke No. 1...	12 00@ 12 50
Lake Superior coke No. 2...	11 50@ 12 00
Hanging Rock charcoal No. 1...	15 50@ 16 50
Tennessee charcoal No. 1...	13 00@ 14 00
Jackson Co. silvery No. 1...	13 50@ 14 00
Standard Alabama car-wheel...	14 75@ 15 50
Tennessee car-wheel...	13 50@ 14 50
Lake Sup. car-wheel & mail'e...	14 75@ 15 25

We quote for cash f. o. b. St. Louis:

Southern coke No. 1...	@ \$10 75
Southern coke No. 2...	@ 10 25
Southern coke No. 3...	@ 9 75
Southern gray forge...	@ 9 50
Tennessee charcoal No. 1...	@ 12 00
Lake Superior coke No. 1...	@ 14 00
Lake Superior car-wheel...	@ 15 25
Southern car-wheel...	@ 15 25
Genuine Connellsville coke...	@ 5 00
West Virginia coke...	@ 4 50

We quote for cash f. o. b. Chicago as follows:

Lake Superior coke No. 1 fdy...	@ \$11 50
Lake Superior coke No. 2 fdy...	@ 11 00
Lake Sup. charcoal, Nos. 1 to 6...	13 50@ 14 50
Ohio Scotch No. 1...	14 00@ 15 00
Jackson Co., O., silvery No. 1...	14 50@ 15 50
Alabama silvery No. 1...	@ 11 85
Southern coke No. 1 foundry...	@ 11 50
Southern coke No. 2...	@ 11 00
Southern coke No. 3...	@ 10 50
Southern coke No. 1 S...	@ 11 00
Southern coke No. 2 S...	@ 10 75
Maunle...	11 75@ 12 50

We quote for cash f. o. b. cars Buffalo as follows:

No. 1 foundry strong coke iron	@ \$12 50
Lake Superior ore...	@ 12 00
No. 2 foundry strong coke iron	@ 12 00
Lake Superior ore...	@ 12 00
Ohio strong softener No. 1...	@ 12 50
Ohio strong softener No. 2...	@ 12 00
Jackson county silvery No. 1...	@ 15 25
Southern soft No. 1...	@ 11 40
Southern soft No. 2...	@ 11 40
Lake Superior charcoal...	14 00@ 14 50

Boston, Mass., October 3.

Orders are still confined to small

amounts, but they are growing more frequent as work starts up among the foundries. Most of the business now current is in Northern brands, as the advanced prices of Southern put them in some localities above parity. The feeling about the future is cheerful, but there is not much disposition among our conservative buyers to speculate by stocking up ahead. Collections are better, but far from normal.

New York, N. Y., October 3.

The centre of activity in pig iron appears to have moved farther West. There is a good, steady demand, and at slowly improving prices, but the heavy transactions are now in the West and central West. Usually upward movements commence in the far West and work eastward. There are good reasons why the rule was reversed this time. Everything has hinged upon money, and the East has held the strings to the bag. When the far West and South threatened to upset our financial system, the strings tightened up. Now it looks as if the country would throw the repudiation movement onto the national dump-heap along with other exploded fallacies of the past, and the effect is quickly felt in the revival of confidence and hope. There is a general disposition of capital to go into things, provided only a sound-money system is settled upon. And now the chances of the election are so bright, the American habit of discounting the future is in evidence.

The demand, which at first was for Southern irons, because they were relatively cheaper, has turned to Northern grades, now that Southern have advanced sharply. There seems to be no disposition on the part of furnaces to rush up prices, nor, on the other hand, is there a disposition to sell much iron at ruling figures. Foundries and mills are getting orders again, though in restricted volume, and all are feeling brighter.

We quote for cash f. o. b. docks or cars New York:

No. 1 X standard Southern...	@ \$11 25
No. 1 X choice Virginia, such as Shenandoah...	@ 12 00
No. 2 X Alabama or Virginia...	@ 10 75
No. 1 soft Ala. or Virginia...	@ 10 75
No. 1 X lake ore coke iron...	@ 14 00
No. 2 X lake ore coke iron...	@ 13 50
Lake Superior charcoal...	15 85@ 16 25

Philadelphia, Pa., October 3.

The iron market seems to be generally looking up, and some large enquiries for Lake Superior charcoal, Southern coke iron and basic pig have been made. Buyers generally are taking their iron as fast as they agreed to take it when contracts were made, and new contracts will soon have to be made all along the line. We fear the whole thing will be too spontaneous, thus sending prices up too quickly, instead of a steady advance, which furnaces in East must rely upon to hold their own.

We quote for cash f. o. b. Philadelphia docks:

No. 1 X standard Alabama...	@ \$11 25
No. 2 X standard Alabama...	@ 10 75
No. 1 X standard Virginia...	@ 11 75
No. 2 X standard Virginia...	@ 11 25
No. 1 X lake ore iron...	@ 14 00
No. 2 X lake ore iron...	@ 13 50
Lake Superior charcoal...	@ 15 85
Standard Georgia charcoal...	16 25@ 17 00

ROGERS, BROWN & CO.

According to a dispatch from Augusta, Ga., dealers in farm machinery are having an unusually good business; in fact, it is stated that the sale of grist mills, cotton gins and agricultural implements has been greater thus far than at any time during the last ten years. It is stated that fully 50 per cent. more cotton gins have been sold, and that the business in other apparatus has increased correspondingly.

The present population of Selma, Ala., is 15,480, an increase since 1890 of nearly 100 per cent. It is now the fourth largest city in the State.

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

A New Freight Line.

A dispatch from Chattanooga, Tenn., states that the Chattanooga Southern Railroad has made arrangements for a new freight line, direct between Chattanooga and New York, by the way of Baltimore and Philadelphia; also a freight line between Chattanooga and the Gulf ports. The last-named line is formed by a combination between the Plant system, Louisville & Nashville and Chattanooga Southern roads.

More Exports from Galveston.

The question of shipping smelter products from Galveston by water is now attracting the attention of concerns at Galveston and Kansas City. Recently C. E. Finney, freight manager of the Kansas City Refining & Smelting Co., one of the largest in the country, investigated the facilities for sending the business of this company by way of Galveston. The result of his visit has been that contracts have been made for shipping several consignments to Hamburg and Havre by way of this port.

To Increase Fruit Business.

The Louisville & Nashville is making special efforts to increase its fruit shipments from Gulf ports to the Northwest. It has recently completed a building in St. Louis, intended especially for a fruit and produce exchange, which cost \$475,000. The object of the exchange is to enable the fruit and produce dealers to transact business at a low cost, dispensing with drayage and transfer charges, and concentrating their interests under one roof. The building is of brick and stone, three stories high, and is substantially built, with many conveniences especially for the fruit business.

Through Car Service.

The Southern Railway Co. announces that it has extended its through sleeping-car service from the East to Galveston, Texas, and beginning October 1 the sleeping-car line now being operated on the United States fast mail from Washington to New Orleans was extended to Galveston, Texas, and the sleeper now being operated on the same train between Birmingham and Charlotte was extended through to New York. This announcement will be appreciated by all travelers to the South, as by the improved service one can go direct from Washington to Galveston without change; also between Birmingham and New York.

Policy of the Norfolk & Western.

Henry Fink, who has been elected president of the Norfolk & Western Railroad Co., is quoted in an interview as follows: "We shall continue the policy of developing the country through which our lines run. It is a rich mineral country, particularly west of the Blue Ridge mountains. There are large deposits of iron, coal and zinc. Coal and coke are produced in great quantities.

"There are about fifteen large blast furnaces along the line of our road. At present they are not all in operation, the condition of business not being favorable. The Norfolk & Western has endeavored to help those that are running by reducing its freight charges to a minimum. The others will have to wait until business improves.

"The new management will continue the improvements which were begun by the receivers. Much has already been done in the way of betterment, and the

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property is now in excellent physical condition. The policy of replacing the old light bridges with heavier structures will be continued. There is now in process of construction a very large office building in Roanoke, Va., and the general offices will be concentrated there. It will require some months yet to complete this building."

Shipping Canned Goods to the South.

Recently the Manufacturers' Record announced that a firm of canned-goods manufacturers at Baltimore had determined to supply the Texas market by shipping cargoes in sailing vessels, and that already one schooner had been loaded with several thousand cases. It is now learned that Baltimore packers have decided to supply a portion of the Florida market in the same manner. Messrs. S. B. Marts & Co., of Baltimore, will furnish schooners for service between Baltimore and Tampa. The first cargo has already been loaded. It consists of 24,000 cases, as well as general merchandise. Canned goods can be sent to Florida much cheaper by water than by rail, and they are received in as good condition. Those who are interested in the business believe that it can be developed to much larger proportions.

Baltimore Street Railways.

Hon. Frank Brown, late president of the Baltimore Traction Co., has returned from Europe, and in a recent interview in a New York paper stated that the street railroads in Baltimore are better than any he had seen during his travels abroad. Baltimore has a high reputation for the excellence of its street railway service. One of its best systems is that of the Baltimore Traction Co., which has Mr. Wm. A. House as its president. Mr. House, who was general manager when Governor Brown was president of the company, was promoted to be the latter's successor on account of his ability and efficiency. Although one of the youngest, if not the youngest street-railway president in the country, he has demonstrated that he is competent to fill the position by the high standard to which he has brought the service of this company.

Another Southern Dividend-Payer.

The Norfolk & Southern is attracting the attention of New York financiers on account of the excellent showing made by its annual report recently issued. Although a small line, the Norfolk & Southern is admirably managed, and as a result has a surplus of \$15,504. Its gross earnings for the year were \$453,443, and net earnings \$131,208. Although the management expended much more than the average amount in repairs and betterments during the year, it paid \$80,000 in dividends, 4 per cent. The surplus is left after deducting the dividend and all other obligations. The Norfolk & Southern is but 104 miles long. The very productive truck country which it traverses in Eastern Virginia and North Carolina creates much of its freight. Mr. W. B. Dickerman, of the Wall-street firm of Dominick & Dickerman, is president, and M. W. Dominick, also of New York, is secretary and treasurer.

Winter Tourist Business.

Already the passenger agents of the various lines having connections with roads in Florida and the Gulf States are making preparations for an extensive tourist movement to the South. It is stated that the resorts in Florida and elsewhere will be more popular this year than last, and a very large business is anticipated. Special vestibule trains, elegantly appointed, will be placed in ser-

vice between New York and other Northern cities, by which passengers can go direct to Jacksonville, St. Augustine, Tampa, Palm Beach and other points, without change of cars. The tourist business from Chicago and the Northwest, which has been steadily increasing for a number of years, will also be provided for by special train service. A popular route for tourists will doubtless be through New Orleans and Galveston, Texas, by way of a new sleeping-car line established by the Southern Railroad to connect with the Southern Pacific, by which passengers can go direct to New York from Galveston without change.

The Central Louisiana Project.

E. Daboval, of Acadia, La., secretary of the Central Louisiana Railroad Co., writes the Manufacturers' Record as follows regarding this enterprise:

"The Central Louisiana Railroad, when completed, will cover a distance of seventy-eight miles, from Palmetto station, on the Texas & Pacific Railroad, to Abbeville, La. The right of way has been surveyed and staked out from Palmetto, La., to a given point on the Southern Pacific main line between Rayne, La., and Crowley, La., a distance of about forty-seven miles. The Central Louisiana Railroad will run through a very fertile and thickly-populated country, touching the towns of Washington, La., Opelousas, Church Point, Rayne and Crowley, its terminus being the old and well-known town of Abbeville, in Vermilion parish, on Vermillion bayou, and near the bay of the same name, which has an outlet into the Gulf of Mexico. Every inch of land on the route of this road is cultivated, and as the only shipping points for the people of Southwest Louisiana is at stations touched only by the Southern Pacific Railroad, we anticipate a profitable business for our road when completed, as we will tap other competing lines of railroad and steamboat transportation.

"This country is being settled by Western farmers, who are industrious and hard-working people, and we extend a welcome hand to all those who are willing to come among us and work the soil."

From the Northwest to Norfolk.

Since the reorganization of the Norfolk & Western line, with Mr. Henry Fink as president, several rumors of important extensions have been current. One of these, to which there may be some foundation, is the report that by a connection of the Columbus division with a series of other lines, a new route between Norfolk and the Northwest will be formed. As is well known, the Norfolk & Western has a direct line from Norfolk to Columbus, Ohio, the extension across the Ohio river being completed in November, 1892.

According to the report, the Columbus, Hocking Valley & Toledo, the Wisconsin Central and Flint & Pere Marquette roads will form a chain. The last-named roads are connected by what is known as the Lake Michigan Car Ferry system, which extends from Chicago to the terminus of the Wisconsin Central at Milwaukee. By this route traffic from several of the Western States, including Minnesota, Wisconsin, Michigan, Ohio and Illinois, would be secured for export by the way of Norfolk.

Hon. Calvin S. Brice is understood to be practically in control of the Columbus, Hocking Valley & Toledo, while Thomas F. Ryan is one of the directors of the Flint & Pere Marquette. Messrs. Brice, Ryan and Fink, the new presidents, are known to work together in a number of projects. Several months ago it was announced that Mr. Brice was planning a new trunk line from the Northwest to the

East, the Hocking Valley to form a link in the system. There is, consequently, good reason for believing that the project above outlined is that of Mr. Brice and his associates.

The remarkable increase in the traffic over the Chesapeake & Ohio from the Northwest shows that an extensive business can be developed, and as the route which the Manufacturers' Record has described has a number of advantages over the present Eastern and Western routes terminating at New York, Boston and Philadelphia, there is reason to believe that the combination would be a very successful one, at least as regards export traffic.

According to a New York dispatch, Mr. Fink admits that negotiations are pending for the formation of such a route as described above. He states that the idea is to form a close traffic alliance between the roads referred to.

Railroad Notes.

Smith D. Pickett has been appointed agent for the Southern system at Jacksonville, Fla.

J. S. Phillips has been appointed traffic manager of the Gulf, Beaumont & Kansas City road.

The Benwood Southern Electric Railway has been completed between Benwood and Moundsville, W. Va., and is now being operated.

The Charleston & Western Railroad Co., which succeeds the Port Royal & Western Carolina, has elected E. W. Anderson, superintendent; W. J. Craig, general freight and passenger agent, and William McLeod, auditor.

Mr. F. A. Husted has been appointed assistant superintendent of the Baltimore & Ohio Railroad, with headquarters at Cumberland, Md. Mr. Husted was formerly associated with the Cleveland, Cincinnati, Chicago & St. Louis line.

The Stone, Coal & Lumber Freight Line, of Atlanta, Ga., has increased its business to such an extent that it has recently made a contract with the Car Trust Investment Co., of New York, for fifty coal and lumber cars, fifty freight cars and 100 coal cars.

The announcement is made that the Richmond, Nicholasville, Irvine & Beattyville Railroad is to be sold at auction at Versailles, Ky., on October 10. It is sixty-one miles long, and extends from Versailles to Irvine, in Estill county, Ky. John McLeod, at Louisville, is receiver.

The International Great Northern Railroad Co. has determined to place new equipment on its line between St. Louis and Galveston, and has built a number of cars especially for this service. They are built on the drawing-room plan, with twelve sections, and are supplied with buffets.

It is reported that a syndicate is being formed to secure the Blue Ridge & Atlantic Railway, now in the hands of receivers, to be used as a portion of the line proposed between Chattanooga and Augusta, Ga. It is understood that this system may be extended to Knoxville, Tenn., as well.

Prest. E. H. R. Green, of the Texas Midland Railroad Co., has had a private car completed by the St. Charles Car Co., of St. Charles, Mo., which is one of the finest in this country. It is called the "Lone Star State," and contains an office, two bedrooms, a bathroom, kitchen and dining-room. It is finished in oak and plush and luxuriously furnished.

The Seaboard Air Line has decided to build a new warehouse at Portsmouth, Va., and has begun work on the building. It will be about 250 feet wide and 400

feet long, with a storage capacity for 30,000 bales of cotton. It will be used principally for export traffic. The freight receipts of the Seaboard have increased to such an extent that another warehouse was necessary.

The freight business of the Chesapeake & Ohio has increased to such an extent that the sidetracks at Newport News and Richmond are filled with freight cars, loaded with products for export. The Chesapeake & Ohio has several miles of track at Newport News, also Richmond, for storage purposes, and this statement will give an idea of the extent of the business which it is doing.

Mr. Bernard Courlaender, who, as recently announced in the Manufacturers' Record, has been appointed passenger agent of the Pennsylvania system at Baltimore, is a former resident of Baltimore, but has been in the Pennsylvania service elsewhere. Mr. Courlaender is well known in railroad circles, and will doubtless be as successful in his new position at Baltimore as he has been elsewhere.

The Central Railway Co., of Baltimore, has contracted for the necessary rails for its extension in the eastern suburbs of Baltimore. The Maryland Steel Co. has secured the contract. The rails weigh eighty-six pounds to the yard. The first announcement that this company was in the market for rails and electric equipment was made in the Manufacturers' Record several months ago. George Blakistone, corner Lombard and South streets, is president of the company.

Literary Notes.

The St. Charles Hotel Co., of New Orleans, La., has sent the Manufacturers' Record a handsomely-bound volume, which is profusely illustrated with views of the interior and exterior of this hotel. It is one of the finest, not only in the South, but in the country, and is a credit to the city in which it is located. In addition to views of the hotel proper, a number of the principal office buildings, as well as views of the city and the docks, are given.

The B. F. Johnson Publishing Co., of Richmond, Va., has added Maury's History of Virginia and Virginians to its list of educational works. It might seem that the number of histories of the South already published ought to completely cover the ground, but prejudice and ignorance have caused very many of these works to be of an inferior and defective character. Consequently there is abundant opportunity for the preparation of correct historical and other books descriptive of this section. The work to which we refer seems to be of a high standard, and while condensed and compiled especially for school purposes, is of much interest to the adult reader.

From Messrs. Barbee & Smith, of Nashville, Tenn., the Manufacturers' Record has received two very attractive little books relative to Southern literature. One is a biographical and critical study of Joel Chandler Harris and his works, by Wm. Malone Baskerville; the other is entitled "Pioneers of Southern Literature," by Samuel Albert Link. The little books contain but a few pages, and are intended as brief reviews, rather than exhaustive criticisms or descriptions. They are very attractively written, however, and the reader who is unacquainted with the true merit of many of the poets and prose writers of the South will get a very intelligent idea of at least two of its representatives in a quiet hour spent with these publications. There is a wide field for such books as these, and it is to be hoped that many more will be given the public.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

Cotton in Commerce.†

By Hon. Worthington C. Ford, Chief of Bureau of Statistics, Treasury Department, Washington.

In 1866,* when the United States again entered into the markets of the world as an exporter of cotton, the quantity sent abroad was 650,572,829 pounds, valued at \$281,385,223. For war prices still prevailed, and the average export price for that year was about forty-three cents a pound. Only once since that time has the value of exported cotton touched as high a value, and that was in 1890, when \$290,712,898 was the sum received for exports of 2,907,358,795 pounds. As 1890 was the banner year in values, 1895 gave the highest record in quantity, for it touched the enormous figure of 3,517,433,109 pounds. The extraordinary crop and low price (5.8 cents a pound) led to heavy exports; and with a reduced crop and higher price, it was natural to show a smaller export in 1896—2,335,226,385 pounds, valued at \$190,056,460.

It is only by comparison with other facts that the magnitude of these figures can be appreciated. Cotton gave more than one-fifth of the total value of exports in the last year; it nearly equaled the aggregate value of all the exports of breadstuffs, coal, iron and steel; it exceeded the value of all exports of provisions (meat and dairy products) and petroleum, and it was only \$40,000,000 less than the value of all manufactured articles exported from the United States. Turning to imports, it is seen that cotton alone would pay for nearly one-fourth of the entire imports in 1896. It would more than settle the tea, sugar and coffee bill of the United States for that year, leaving \$10,000,000 for other articles. It would have purchased all the cotton, wool, silk or textile fabrics in the crude or manufactured state imported from foreign countries and still left about \$10,000,000 for other expenses.

These comparisons will convey some idea of the importance of this single item in the foreign commerce of the United States. But only 70 per cent. of the domestic crop is exported. The farm value of the crop of 1895 was estimated at \$262,426,000 (Hester). This was more than double the value of coal mined in this country in 1894, and greater than the combined market value of coal, gold and silver of domestic production for that year. The cotton crop was worth four times the value of all the sheep in the country in 1896. In 1890 the ten cotton-producing States paid in taxes for State and local purposes \$42,000,000, or less than one-sixth the value of the cotton crop.

This pre-eminence of cotton in production and in commerce is no new feature. In 1791 the exports were only 190,000 pounds, and the imports, chiefly from the West Indies, were 121,000 pounds. It was the mechanical inventions in the cotton industry that made the culture of cotton in America profitable, and a vast expanse of virgin territory made a great

production possible. Yet the export movement increased slowly. In 1820 100,000,000 pounds were exceeded for the first time, in 1849 1,000,000,000 pounds, and in 1881 2,000,000,000 pounds. It will probably not be long before 3,000,000,000 pounds will again be reached, as it was exceeded in 1895.

Only part of the story can be told in the figures of the total exports of raw cotton, for the mere size of these is confusing and incomprehensible. As one of the most important and widely used raw materials of manufacture, its production and marketing are evidences of industrial power.

The industrial rise and progress of European and some American countries could be traced in the details of the exports of American cotton. In 1821 only two countries of Europe took large quantities of our cotton. England, always dominant in the cotton industry, purchased 87,718,826 pounds, and France 27,439,008 pounds. All other countries took less than 9,000,000 pounds. It was not until 1840 that Belgium became a regular dealer in our raw cotton, but probably only received cotton in transit and intended for other countries. Russia began to buy some American cotton in 1840, as did Italy and Germany. It is from about that year that that industry, still on a very modest scale, and confined as yet to homes instead of factories, began to awaken on the Continent and meet wants other than those of the home market. In 1860 the takings of the different countries of Europe were:

	Pounds.
United Kingdom.....	1,264,136,782
France.....	283,967,234
Germany.....	66,072,526
Belgium.....	14,800,474
Russia.....	21,698,054
Spain.....	44,021,833
Italy.....	27,018,700

The war destroyed for the time all export movement from the United States, and, resulting in famine prices, tempted other countries to undertake the production. In 1861 England still obtained two-thirds of its supply from the United States. Three years later, in 1864, the world was put under tribute for cotton. Only 14,000,000 pounds were supplied from the United States; the East India quota had risen in the three years from 369,000,000 pounds to 506,500,000 pounds; Egypt had trebled her contribution and was third in importance with 125,500,000 pounds; South America reverted to cotton culture after more than fifty years of decline, but, all told, could only give 71,000,000 pounds, while Mexico and the East, China and Japan entered the competition, and in 1864 could sell to England 25,500,000 pounds and 95,500,000 pounds, respectively. In this searching for all obtainable supplies, and offering prices which meant extraordinary profit to the growers, the entire quantity obtained by the English merchants, better able than others to get what they required, was 894,102,384, or less than two-thirds their normal consumption. While 65 per cent. of the total British consumption was furnished by the United States in 1861, less than 2 per cent. was provided from that source in 1864. It seemed as if this country, with an exhausting war and the complete revolution of the system of labor employed in cotton culture, was out of the race, and its leading commercial crop irretrievably ruined.

In no sense have the gloomy predictions of that day been verified. The recovery of cotton culture in the United States was rapid and certain, although under an entirely new system of labor. Brazil has since passed through nearly the same critical experience in her coffee industry and found benefit in the results. Only one great competitor remains—British India—and the trade returns of recent years show that American cotton

is taking the lead over that. The Indian cotton is a short staple cotton, and the machinery used on the Continent of Europe was adapted for using such a fibre. The result has been that Europe, outside of England, bought largely of Indian cotton. This situation has of late years been modified. The rapid development of a local cotton industry in British India leaves a smaller surplus of raw cotton for export, and the present cheapness of the American product, a long staple, has led to its greater consumption in Europe. The distribution of the large exports of 1895 is of high interest when compared with that of 1860. It shows at once the great hold the American product has on the markets of Europe, and the remarkable increase in the consumption by the leading industrial nations:

Exported to	Pounds.
United Kingdom.....	1,764,448,833
France.....	393,410,699
Germany.....	751,487,564
Belgium.....	72,667,842
Russia.....	70,869,433
Spain.....	127,839,376
Italy.....	166,327,989

The true manufacturing competitor of Great Britain in Europe is thus pointed out to be Germany, and Germany never took 500,000,000 pounds of American cotton until 1890.

The sources of supply in raw cotton for these two great industrial powers will point out the possibility or probability of an immediate severe competition with American producers in the raw material:

Imported from	United Kingdom.	Germany.
	Pounds.	Pounds.
United States.....	1,394,795,704	404,649,520
Egypt.....	248,855,760	26,230,820
India.....	51,704,128	133,016,180
Brazil.....	13,903,232	441,760

Nearly 80 per cent. of the English supplies and 66 per cent. of the German was obtained from the United States. It is hardly within the range of possibility that the importance of the United States as the supplier of raw cotton can be undermined in Europe.

Nor has the advance occurred in Europe only. In 1886 Mexico took 10,500,000 pounds of our cotton, and in 1895, 38,000,000 pounds. Canada was credited with 18,000,000 pounds in 1886, and 52,767,000 pounds in 1895. Such figures point to possible industrial competition, though many fear the growth of manufactures in Asia as threatening not only the United States, but Europe also. In 1886 no cotton was exported from the United States to Japan or China, but the exports of cotton cloth amounted to 1,600,000 yards to Japan and 73,300,000 yards to China. In 1895, 11,000,000 pounds of raw cotton were sent to Japan and none to China; nearly the same quantity of cloth was taken by Japan, but only 34,600,000 yards by China. The sending of raw cotton to Japan, where it is estimated about 1,000,000 spindles will be running by the end of the year—or about 27 per cent. of the number in India, and one-half the number in our Southern States—and the decreased movement of cloth to the East, are proofs of the rise of a domestic industry in Japan capable of meeting the wants of its own people, and a part of the needs of that immense yet almost unknown market of China. It does not follow, however, that Japan will be able to compete quality for quality with our manufacturers. Indeed, that is unlikely; for at its very door lies the enormous vent in China for their production. Any extension of this Japanese industry will benefit our cotton-producers by giving a new demand for their product, for the raw cotton of India and China has not been found to be of the proper quality for all purposes.

Although the United States has long enjoyed this natural monopoly in the raw material, a similar monopoly in the manufactures of cotton has not been established. The raw material was sent from the Southern States, where it was grown,

to the Northern States, where it was manufactured. It was sent from the United States to England or France, there to be made up into goods, and imported again in that form for use in the United States. Long and expensive carriages, first as raw material and then as manufactured product, seemed an unnecessary and wasteful procedure. It would be supposed some of these expenses might be saved by making up the goods in the United States, and the same reasoning would show that it ought to be cheaper to make up the cotton into cloth near the plantation, and not at long distances from it, involving water or rail freights. But the location of great industries follows natural law, oftentimes difficult to explain; and in New England, favored by water-power and labor, the cotton manufacture first centred. As the country expanded the inconvenience of such a concentration became felt and the industry spread. Finally the South has entered the field, and proved no mean competitor for the domestic markets. The export trade in manufactures of cotton has grown up casually, as it were, and has never been what the natural advantage enjoyed by the manufactures would seem to warrant. In 1883 the number of spindles in the Northern States was 11,800,000, and in the South 860,000. In 1894 the numbers were 13,500,000 and 2,200,000 spindles, respectively. In the same period the number in Europe increased from 64,450,000 to 72,620,000. The value of cotton manufactures exported from the United States in 1896 was only \$16,837,396, or about 5 per cent. of the annual product of this industry. England, France, Germany, and even Switzerland, show a larger export interest in cotton goods. It is evident that the time is not yet at hand when the United States, favored in raw material and industrial power, will be the great centre of cotton manufacture.

From this short review it is seen what an important commercial and industrial influence the United States exerts through this single item of its products. Unlike petroleum, cotton has not been obliged to divide the world's markets under the stress of competition from a centre of production as powerful as itself. It has not as yet been subjected to the inexorable law of production which compels a resort to intensive and costly cultivation to make good the want of new and favorably-situated territories of growth. Argentina and Australia may deprive our farmers and cattle-raisers of a part of their foreign market merely through the possession of an unlimited supply of virgin lands; but British India, Egypt, China or Brazil combined have not reduced the demand for the cotton of our Southern States. In no other line of production is the United States so free from the possibilities of destructive competition. Yet cotton is not king, and an attempt to stop exports, or to check them by speculation, would only react upon the domestic producer and merchant, injuring them far more than any foreign consumer. The day is past when commercial war can be waged successfully; and only by the free sale and free passage of merchandise can power be exerted, and profit, the very life-blood of production, be secured.

Our cotton typifies commercial power, industrial influence and a command of the products of other nations suited to our needs or our tastes. Whether the price is ten cents or five cents a pound, the relative importance of cotton in our exports remains the same, and it stands first in the list. The bills of exchange drawn against sales to foreign countries are of sufficient moment to control the rate of foreign exchange and so influence

†From Latham, Alexander & Co.'s "Cotton Movement and Fluctuations."

*Fiscal years, from June 30 to July 1, are always used.

the movement of gold. At home, to supply the demand for currency in spring and fall incident to the planting and the gathering and movement of the cereal and cotton crops, is a definite and regular function of banking life, giving an activity to circulation and transportation. That the crop of 1895, nearly 10,000,000 bales, was grown, marketed and distributed without disturbance, is proof of the perfection of the financial machinery employed in the task. The rise in the South of new centres of distribution, leading to more direct shipments to consuming countries, is a feature in the machinery of transportation that has attracted some attention. England was the great distributing centre for Europe; now the Continental countries buy more directly from the United States. A few ports in the United States formerly nearly monopolized the sea movement of cotton; now there are many cities participating and drawing profit from the advantage of natural location opened to use by the construction of railroads. It is as impossible to picture the South without cotton as the West without wheat or corn. It is also impossible to conceive the United States in any position other than first in the production of cotton.

Cotton Mills in Japan.

From an address on the "Cotton Mills of Japan," recently delivered by ex-Superintendent of the Census Robert P. Porter before the New England Cotton Manufacturers' Association, at their recent meeting at Franconia, N. H., the Manufacturers' Record takes the following:

"The cotton industries of Japan should be studied in connection with those of India and China. The debatable question at the present time is whether the future situs of the cotton-spinning industry is to be China or Japan. We know that the Japanese began the spinning of cotton by European machinery about sixteen years ago, and I was told that the oldest mill in Osaka dated back only thirteen years, the average age of existing mills not being over, say, five years. The close of this year will probably find about 1,500,000 spindles in operation in Japan.

"In this time the grand result has been the substitution of factory for homespun yarn for domestic purposes. The next step will be for Japan to compete with imported yarn. Between 1867 and 1877 cotton yarn represented 35 per cent. of all the importations into Japan. This, I have no doubt, led to the government purchasing cotton machinery of England, and by giving private corporations easy terms of payment, resulted in firmly establishing the industry.

"The importation of cotton from the United States is increasing very rapidly, and is fully double what it was in 1893. The Japanese manufacturers are not only willing to use our cotton, but actually need it in much larger quantities than it has heretofore been received. The tendency for the next ten years is from coarse to fine yarns. This will help American cotton.

"Japan has already attained the desired result in the matter of competition, and has succeeded to a large extent in competing with the imported article, but there still remains the work of stopping the import of Indian cotton yarn. This can be done by increasing the manufacture of low-count yarn on one side, and on the other in competing with the English yarn by manufacturing fine counts. The import of English yarn of finer counts, from 30s upward, does not show any remarkable change, though in the low counts, in which a much larger business is done, Indian yarn has been beaten by the Japanese.

"The Japanese are perhaps prouder of the cotton-spinning industry than of any other, and this is because it is a purely European industry, transplanted to that country and carried on wholly by Japanese labor.

"The report of the Cotton Spinners' Union for the month of May, 1896, showed that there were in the kingdom sixty-seven mills, with 607,505 straight spindles, 86,404 slanting spindles, and an addition of 453,136 spindles soon to be put in operation, making an aggregate of 1,147,045 spindles. The rapid growth of the industry is well illustrated by the fact that the report issued by the union at the close of 1894 showed only fifty-nine mills in operation, with 523,696 spindles.

"In these factories the maximum hours of labor are twenty-four, minimum twelve, with an average of twenty-two and one-half hours. The straight spindles produce an average of eighty-eight pounds of yarn per spindle per day, while the slanting spindles average sixty pounds per day. The number of male operatives in the factories ranges from thirteen to 1087, the total being 10,531. The female operatives range in number from thirty-one in the smallest factory to 3732 in the largest, the total number being 33,452.

"The horse-power of the machinery in operation aggregates 15,595, the average consumption of coal per horse-power being 3498 pounds per hour. Very few American machines are to be found. Nearly all of those now in use are of English manufacture, a considerable portion having been supplied by the firm of Platt Bros. & Co., Limited, Oldham. The almost exclusive use of the English machines is generally attributed to the fact that the Japanese regard England's textile industries as the most flourishing extant, and to the further circumstance that the English originally introduced the industry in Japan. The operatives have also gotten accustomed to these machines and the mill-owners hesitate to make a change.

"That the cotton-spinning industry has proven profitable may readily be imagined when it is stated that so far this year six new companies have been formed whose projects contemplate the operation of 101,083 spindles. Persons in a position to know declare that before the close of the year 1897 there will be fully 7,500,000 spindles in operation in Japan. The average net profit per spindle during the first six months of last year was \$2.97 (silver), but it increased to \$3.78 during the latter half of the year. The greatest profit per spindle was \$6.76, while the least was \$0.378. The spindles in operation last year consumed 15,036,633 pounds of raw cotton, and turned out 12,718,750 pounds of yarn.

"One of the interesting features of the industry is to be found in connection with the exportation of the product. Among the cotton fabrics exported are: White cotton piece goods, corrugated piece goods, black-dyed piece goods, cotton flannels, towels, shirtings, etc. Of the above, white cotton piece goods, black piece goods and cotton cloths, called futa-ko fabrics, are chiefly manufactured in the Yama and Owau provinces and in the city of Huneji; cotton corrugated goods come principally from Ashikaga and Seno counties, Awa province, Tokyo and Yamaguchi districts; towels, from Kobe and Osaka; cotton flannels, from the Izumi, Kawachi, Kyoto, Iyo and Awa districts; chjora cloths, from Tokyo, Osaka and Yamashira, and cotton shirtings from Osaka, Tokyo and Wakayama. The corrugated goods and cotton flannels are exported in much larger quantities than the remainder, there having so far in 1896 been \$1,067,573 (silver) worth of the former exported, as against \$586,970

(silver) of the latter. The majority of these exports went to China.

"So far this year Kyoto has exported to the United States \$130,000 (silver) worth of cotton goods, principally white cotton piece goods stamped with figures and intended for use in the manufacture of screens.

"Yamato was formerly famous for its white cotton piece goods, but the importation of white shirtings considerably affected the industry, which has, however, since machine yarns were introduced, revived very perceptibly. All kinds of dyed fabrics are also produced in this province. The total output in 1894 was 3,105,976 pieces, valued at \$1,093,773 (silver).

"Ehime, noted for its cheap corrugated piece goods, had in 1894 a total production of 4,242,078 pieces, valued at \$847,805 (silver). Last year Japan produced 1,520,738 pieces of cotton cloth, valued at \$4,935,435 (silver).

"The production of corrugated cotton goods in 1894 aggregated 1,401,120 pieces, valued at \$845,031 (silver). The annual production of white cotton piece goods aggregated 23,874,575 pieces, worth \$6,161,004 (silver).

"The total product of futa-ko cotton fabrics aggregated 1,928,159 pieces, worth \$1,288,105 (silver).

"In connection with the production and exportation of manufactured cotton goods, interest attaches to the exportation from Japan of cotton yarns, as shown in the following table:

	1893.	
	Amount.	Value.
	Catties.	Silver.
China	265,117	\$48,491
Corea	26,962	6,302
Hong Kong.....	23,914	4,382
Other countries.....
Totals	315,993	\$59,175
	1894.	
	Amount.	Value.
	Catties.	Silver.
China	3,270,560	\$876,808
Corea	231,733	68,695
Hong Kong.....	35,700	9,811
Other countries.....	875	220
Totals	3,538,868	\$955,529
	1895.	
	Amount.	Value.
	Catties.	Silver.
China	2,419,760	\$683,087
Corea	1,081,942	343,578
Hong Kong.....	30,502	7,620
Other countries.....	193
Totals	3,532,893	\$1,034,478

Catty is one and one-third pounds.

"Here we have another illustration of the rapid increase in the exportation of a Japanese commodity. These figures should be taken in connection with what the vice-president of agriculture said about the possibilities of Japan furnishing cotton yarn, not only for China and Corea, but for India.

"It is not likely that cotton-growing in Japan will ever cut much figure in this branch of industry. The Japanese realize this, and they are, therefore, making a concerted effort to cheapen the freight charges on raw cotton between the United States and Japan. This lies at the bottom of the steamship subsidy, and it is with a view of getting cheaper American cotton that these new steamship lines will be started. The Japanese understand that the future of cotton-spinning in Japan rests in no small degree upon their ability to secure American cotton.

"Until a short time ago Bombay raw cotton had a decided advantage over the Japanese commodity in the Shanghai market by reason of the lower selling price, but the Japanese Diet, by a recent action, abolished the import duties on raw cotton, thus enabling the Japanese dealers to undersell their Bombay competitors by an amount considerably greater than they themselves had previously been undersold.

"It is not likely that this remarkable development of cotton-spinning and of the manufacture of cotton cloth in the far East will affect the United States very

much, so far as its manufacture of cotton is concerned. It may increase the market for our raw cotton. The real sufferer in these changes is Great Britain. It is a question which the British government may well investigate."

The New Selma Mills.

The new cotton mill at Selma, Ala., has been turned over to the company by the contractors, and it is expected to start the machinery about December 1. This is one of the most substantially constructed plants in the South, the buildings being as nearly fire-proof as possible. The side walls of the main mill are composed principally of corrugated glass, supported on brick columns, following one of the most approved plans of cotton-mill construction. By this means a much better light is obtained than by the usual window method. In addition to the mill, twenty-five cottages have been completed for operatives. The apparatus for this mill is now being installed. It will have a hydrant and sprinkler system for fire purposes; also an individual electric-light plant. Gen. R. M. Nelson and J. P. Furniss have been added to the directory of the company which will operate this mill.

Textile Notes.

It is announced that the Cottondale Mills, at Tuscaloosa, Ala., will probably begin operations next month.

Work has been resumed by the Ettrick Cotton Mills in Ettrick, Va. This plant is now running on full time.

Messrs. William E. Hooper & Sons, of Mount Washington, Md., have installed an electric-light system in their cotton mills.

The knitting mill of T. J. Matthews, at Sylacauga, Ala., has been equipped with forty new machines purchased in Philadelphia.

The cassimere plant at Buena Vista, Va., has resumed operations after several weeks of idleness, during which repairs were made.

The addition to the Prattville (Ala.) Cotton Mills has reached a point where machinery is being placed in position preparatory to operation.

The new building of the Bamberg (S. C.) Cotton Mills is completed, and the machinery is now being placed in position. The knitting mill at this place is running on full time.

Operations at the Union Springs (Ala.) Cotton Mills have been resumed, and it is stated that the company has a number of large orders ahead for yarns. The indications are that they will run on full time until January 1, if not longer.

The Portsmouth (Va.) Knitting Mills Co., which at present employs 170 hands, expects to give work to at least 200 within a few months. It is reported that the market for its goods is constantly extending, and that there is a steady demand for them.

A dispatch from Lancaster, S. C., states that the Lancaster Cotton Mills Co. have tested a portion of the new machinery in cloth-making. It is classed as very good by experts who have seen it. A number of the spindles have been in operation for several weeks.

A dispatch from Spartanburg, S. C., states that both the Spartanburg Mill, No. 2, and the Arkwright Mill are rapidly being constructed, and that the buildings will be ready for the machinery early in 1897. Work has begun on the tenements for the Spartanburg Mill, which will be completed by the time the plant is ready for operation.

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

The Market for Cottonseed Products.

New York, N. Y., October 6.

The market has acquired further strength, and today prime yellow is $1\frac{1}{2}$ to 2 cents higher than a week ago. A brisk demand obtains from shippers, and sales are making on an increased scale for domestic use. The signs of the times are propitious, but it is feared that in the event of a reaction later on, crushers who have been induced to purchase seed on a basis apparently justified by current oil values will be caught, inasmuch as it is certain that low-priced oil will prove inadequate reimbursement for high-priced seed. This is a pitfall, the possibility of which should guide their action at this time in purchasing supplies. Seed has been advanced in response to that of oil, and reports arriving announce considerable activity in mill seed-storing. As forecasted in this column in former letters, cereals and animal products have surpassed general expectations in their advancing tendency. Latest advices from abroad announce a still further demand upon our wheat crop from India, where the shortage is keenly felt, thus indicating a further advance in the staple. Corn is the weakest article on the list, its plentitude proving a reminder that future hog supplies will be well up to the average. Nevertheless, lard is in a strong position, although a slightly-depressed feeling is in evidence today, owing to the manipulation of Western packers rather than to natural causes. City lard is quoted at 3.95 cents, and for delivery this month, 4.30 cents. Compound lard has in consequence materially improved in demand, with a corresponding decline in the demand for pure lard. Tallow is displaying unwonted activity at the advanced price, $3\frac{3}{4}$ cents, as are also other greases. In response to these stimulating market conditions, cotton oil has advanced, as already stated, and the situation generally is more encouraging than heretofore. Advices from the South report a strong market, while producers are indifferent sellers at the recent advance. Sales for October-November shipment have been made for prime yellow at 26 cents. Off-grade yellow is in light supply, with practically no demand. Crude oil is also in limited supply, while for the superior grades a firm but quiet market prevails. Atlantic coast oil, crude, is quoted at 16 to 17 cents at the mills, and 15 to 16 $\frac{1}{4}$ cents; Texas oil; prime crude here, 21 $\frac{1}{2}$ to 22 cents; off-grade crude, 19 to 20 cents; prime summer yellow, 25 $\frac{1}{2}$ to 26 cents; off-grade summer yellow, 25 to 25 $\frac{1}{2}$ cents; prime winter yellow, 30 to 32 cents; yellow, butter grades, 26 $\frac{1}{2}$ to 27 $\frac{1}{2}$ cents; prime white, 26 to 26 $\frac{1}{2}$ cents, and soap stock, $\frac{5}{8}$ to $\frac{3}{4}$ c. per pound. Receipts aggregate 5600 barrels, while actual exports amounted to 2000 barrels, although for future shipment heavy sales were effected.

Cake and meal are in improved demand abroad at advancing prices. At this market there is no cake on offer, but meal is quoted at \$20 per ton, ex store, old, for job lots. Heavy shipments are proceeding at Galveston and New Orleans for Great Britain and Europe. A consignment of 500 barrels of soap stock from New Orleans to Liverpool is reported.

Cottonseed-Oil Notes.

The British steamship Ursa, from Las Palmas, arrived at Velasco, Texas, on the 30th ult. to load oilcake, meal and cotton-

seed oil from the Velasco cotton-oil mill. The Ursa will clear for a Continental port.

Mr. D. E. Whitstone's cottonseed-oil mill at High Springs, Fla., commenced operations for the season last week.

The foreign exports of cottonseed products from the port of Galveston for the month of September were 12,272 sacks of cotton oilcake, 121,887 sacks of cottonseed meal and 925 barrels of cottonseed oil. The coastwise exports were 500 barrels of cottonseed oil to New York.

The following quotations were posted by the cottonseed-product department of the Houston Cotton Exchange and Board of Trade: Prime crude oil, loose, 14 $\frac{1}{2}$ to 15 cents; refined butter oil, loose, nominal; prime summer yellow oil, 17 cents. Cake and meal, f. o. b. mill at interior points, were quoted as follows: Prime cottonseed cake, \$11.50 to \$13, and prime cottonseed meal, \$12.50 to \$14. The market closed quiet.

Among the foreign exports of cottonseed products last week from the port of Galveston, Texas, were the following: Steamship Deptford for Havre, France, 2700 sacks of cottonseed meal and 776 sacks cottonseed oilcake; steamship Glenvech for Liverpool, via Norfolk, 1533 sacks of cottonseed oilcake, and steamship Amana for Hamburg, via Newport News, 63,702 sacks of cottonseed meal, 2800 sacks of cottonseed oilcake and 400 barrels of cottonseed oil.

The Marlboro Mill Co., at West Bennettsville, S. C., has its entire plant well equipped for operations during the current season. The cottonseed-oil-mill department, of which Mr. H. E. Sessions is superintendent, is lighted by electricity. The oil mill has its capacity increased from thirty to forty-five tons a day. The capacity of the mill is 6000 tons a year, and with the company's mill at Gibson's Station, N. C., which has a capacity of 3500 tons, it handles yearly about 10,000 tons of cottonseed.

The market for cottonseed products last week in New Orleans was quiet and unchanged; prime crude oil in bulk, 15 $\frac{1}{2}$ to 16 cents; prime summer yellow in barrels, 22 $\frac{1}{2}$ cents; meal, \$16.25 to \$16.50 per short ton, and cake, \$17.50 to \$18 per long ton for export. Receivers' prices were as follows: Cottonseed, \$7 per ton of 2000 pounds net to the mills, no commission of any kind to be added; cottonseed meal jobbing at depot, \$16 to \$16.25 per short ton of 2000 pounds; for export, per long ton of 2240 f. o. b., \$18 for current month; oilcake for export, \$18 per long ton f. o. b.; crude cottonseed oil at wholesale or for shipment, strictly prime in barrels, per gallon, 18 $\frac{3}{4}$ cents; loose, per gallon, 15 $\frac{1}{4}$ to 16 cents, according to location of mill; refined cottonseed oil, prime in barrels, per gallon, at wholesale or for shipment, 22 to 23 cents; cottonseed hulls delivered, per 100 pounds, according to location of mill, 20 to 25 cents; foots, $\frac{1}{2}$ to $\frac{3}{4}$ c.; linters, according to style and staple—A, 3 $\frac{3}{4}$ to 3 $\frac{1}{2}$ cents; B, 3 $\frac{1}{2}$ to 3 $\frac{3}{8}$ cents; C, 3 to 3 $\frac{1}{4}$ cents; ashes, none.

Chance to Get a Bicycle Factory.

An opportunity for some Southern community to secure a bicycle plant is offered by the Allen-Kramer Manufacturing Co., of Dansville, N. Y. In a letter to the Manufacturers' Record this company states it is now looking for a good location, and is desirous of beginning operations in an enterprising town where it can become quickly established, with opportunities for enlargement. The company has a plant containing everything necessary for a bicycle and general manufacturing and repair business, in addition to complete nickel and copper-plate works.

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record,
Baltimore, Md., October 8.

The local phosphate market has ruled quiet during the past week, with, however, more inquiry from out-of-town sources. Manufacturers have been purchasing in small quantities, and the outlook is reported a shade better than it has been. The situation at producing points is more satisfactory, and the development in the phosphate belt of South Carolina is more vigorous. Prices continue nominally steady, with crude rock at the mines quoted at \$3, hot-air-dried \$3.25 f. o. b. Ashley river and \$3.45 f. o. b. Charleston city. There is some activity in the pebble district of Florida, and shipments are being made regularly. The foreign demand is limited on account of the scarcity of vessels. There are no charters for phosphate cargoes reported here this week. The New York freight market is quiet, with no increase in the supply of large tonnage, and in full cargo steamers there is little doing. The scarcity of tonnage keeps rates firm. The only phosphate charters during the past week were the following: Bark James W. Ewell, 1080 tons, from Port Tampa to Baltimore or Cartaret, N. J., with phosphate at \$2; schooner Harry B. Ritter, 612 tons, from Fernandina to Philadelphia with phosphate rock on private terms, and schooner J. G. Schmidt, 472 tons, from Philadelphia to Savannah with fertilizer at \$1.85.

Fertilizer Ingredients.

The general market for ammoniates continues very firm, with a fair volume of business reported. In the West stocks are generally reported light, and holders firm in their views and anticipating a higher range of values. There is considerable Southern business offering, the demand having quickened somewhat during the past fortnight. The recent advance in some leading farm products has stimulated the general situation. Nitrate of soda is firm and a shade higher, owing to scarcity of stock.

The following table represents the prices current at this date:

Sulphate of ammonia, gas....	\$2 15@	—
Nitrate of soda.....	1 85@	1 90
Hoof meal.....	1 55@	—
Blood.....	@	1 60
Azotine (beef).....	@	1 60
Azotine (pork).....	@	1 65
Tankage (concentrated).....	1 50@	1 55
Tankage (9 and 20).....	1 40 and 10	—
Tankage (7 and 30).....	13 00@	14 00
Fish (dry).....	17 00@	17 50
Fish (acid).....	10 00@	11 00

Phosphate and Fertilizer Notes.

The British steamship Wastwater arrived at Savannah last week from Hamburg to load phosphate and other cargo for Bremen.

The schooner Talofa, from St. Lucia, arrived at Port Tampa, Fla., on the 1st for a cargo of phosphate. The Austrian steamship Aquileja sailed on the 1st inst. from the above port for Venice, via New Orleans, with 1757 tons of phosphate from the Anglo-Continental Guano Works.

The buildings of the Southern Acid Works, at New Orleans, were destroyed by fire last week, involving a loss of nearly \$100,000, on which there was but little insurance. The works were owned by a stock company, of which John S. Rainey is president, and C. M. Soria, vice-president.

The schooners S. B. Martz cleared from Charleston, S. C., last week for Baltimore with 800 tons of phosphate rock, and the Rebecca J. Moulton with 900 tons for Weymouth, Mass. The total domestic exports of rock from the port of Charleston, S. C., since September 1 amount to 9715 tons, and of foreign, 1300 tons,

against 6854 tons for the corresponding period last year.

The shipments of phosphate rock from Port Tampa, Fla., for the month of September were reported as follows: Estate of William L. Bradley, 2438 tons of pebble for Stettin; J. Buttgenbach & Co., 2205 tons of hard rock for Ghent; Palmetto Phosphate Co., 1220 tons of pebble for Baltimore, and the Anglo-Continental Phosphate Co., 1757 tons for Venice; total for the month, 7620 tons.

Mr. K. B. Harvey, of Punta Gorda, Fla., reports the exports of phosphate from that port for the month of September at 1092 tons domestic and 1200 tons foreign, distributed as follows: Steamship Alicia for Falmouth, England, 1200 tons; schooner Aloha for Alexandria, Va., 969 tons, and schooner Lizzie M. Ellis for Mobile, Ala., 123 tons, making a total of 2292 tons, all shipped by the Peace River Phosphate Co.

Among the sufferers by the cyclone which caused such destruction in Savannah, Ga., on the 29th ult., the Southern Fertilizing Co., formerly Comer, Hull & Co., is the greatest. The factory consisted of three sulphuric acid chambers, mill buildings, warehouses and wharf property, and is the largest plant of the kind in Savannah. The new guano shed and the building containing the large leaden acid chambers were totally demolished. The loss is variously estimated at \$125,000 to \$150,000. The estimate made by Mr. George W. Scott, president of the company, and also by Mr. Joseph Hall, is that the net loss over and above the storm insurance will be \$25,000. The amount of storm insurance carried on the plant was \$15,000.

Superficial Examination of Ores Free

The Manufacturers' Record, seeking to turn attention to the mineral resources of the South and to aid its readers in the intelligent investigation as to what may or may not be of value, has arranged with Mr. Charles Catlett, chemist and geologist, of Staunton, Va., to make superficial examinations of samples without charge. Such samples will be reported in the Manufacturers' Record, with a word of explanation as to probable or possible value. Such an examination is necessarily superficial, and does not comprise a quantitative analysis, which, where desired, is charged for.

The following directions should be observed:

Samples should be sent to Charles Catlett, No. 10 New Court House street, Staunton, Va., with all mail or express charges prepaid. The name and address of sender should be clearly stated on package.

Care should be taken to select an average sample, otherwise the examination will prove of no value. Quite a small quantity will be sufficient.

A postal card or letter to Mr. Catlett, with a word of explanation as to mode and exact location of occurrence, would assist in giving value to the examination.

Walker, Evans & Cogswell Co., Charleston, S. C.: Pyrites. Valuable in large quantities for the manufacture of sulphuric acid.

A. M. Brinckle, Philadelphia, Pa.: Slate, with spangles of mica. No indication of value.

W. A. Gardner, Drapersville, Va.: Quartz. No indication of value.

J. T. Sperry, Bedford City, Va.: The gas referred to is probably marsh gas, which is formed by the decomposition of vegetable matter in the presence of moisture. No indication of coal.

The Dry Goods Economist, of New York, has determined to more closely associate itself with Baltimore interests by opening an office in this city, with A. D. Marks as representative. The Economist is recognized as one of the leading journals of its kind in this country, and is one of the authorities on the subjects to which it is devoted.

MECHANICAL.

Artistic Panel and Border Effects.

A new panel and a new border for metallic ceilings are illustrated herewith.

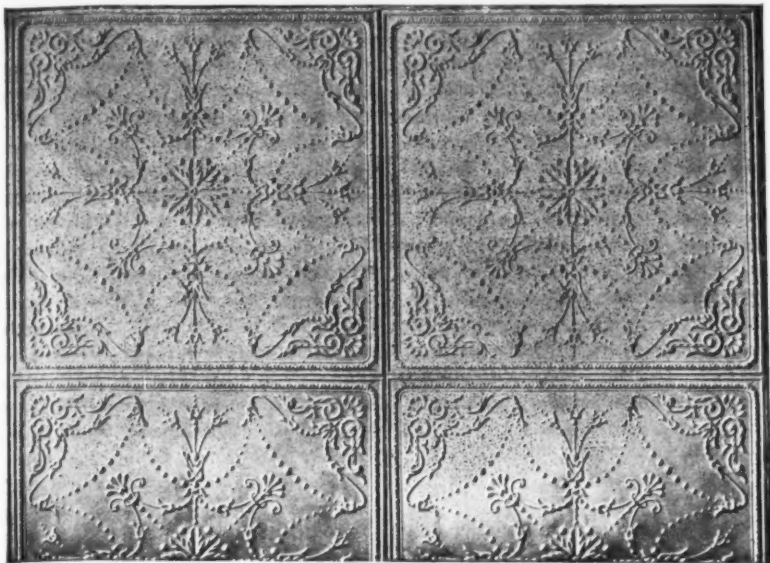


FIG. 1.

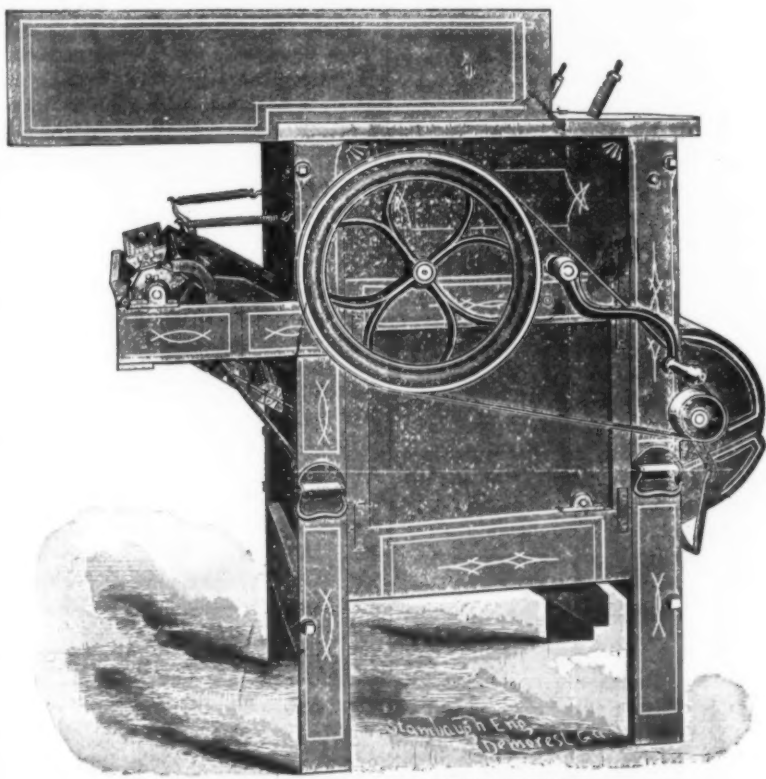
They were recently placed on the market by A. Northrop & Co., Pittsburg, Pa. Fig. 1 shows this panel grouped, and Fig. 2 shows the border. Heretofore the styles and sizes of panels for large audi-



FIG. 2.

toriums, halls, etc., have been of the same character as the work for smaller ceilings, and feeling the need of something new, and also the demand for something larger, more artistic and

etc., and the "Y" border is intended to be used with them. It is to be noted that the "Y" border can be made into coves of any desired depths to eighteen inches.



IMPROVED PEA AND BEAN HULLER.

holder in relief than ceilings generally made, this firm has produced this new style. It has met with general approval wherever shown. The panels are four feet square, and where something very rich and heavy is desired, this, combined

Improved Pea and Bean Huller.

A successful pea and bean huller is a machine for which there is much use. Each year there is more and more demand for such a machine, as the farmers

are learning the value of peas for improving the land as well as for stock food. Farmers have not raised more peas because of the disagreeable, slow and unsatisfactory manner of hulling them by hand or frails.

The machine illustrated herewith was recently perfected, and for hulling peas and beans, as well as shelling corn, has been pronounced by competent judges to equal all requirements.

The machine has been thoroughly tested in practical operation and found to do the work of twenty-five men. It will easily shell twenty-five bushels per hour, of either peas or corn. The corn and pea hullers are two entirely separate machines combined in one, using the same frame and machinery. The fan cleans out the silks and all light trash, such as the ends of cobs, etc. It can be operated by power or hand; occupies floor space 24x30 inches, and weighs 600 pounds. It is made by the De Loach Mill Manufacturing Co., Atlanta, Ga.

The New Norfolk Hotel.

A dispatch from Norfolk, Va., states that work is about to begin upon the new hotel in that city, which, judging from the description, will be one of the finest in the South. It is to be named the Monticello, and will be constructed by the Monticello Realty Co., of which D. Lowenberg, of Norfolk, Va., is president. The building will be six stories in height, and 150x217 feet in dimensions. Its general form will be that of the letter E. The materials will be pressed brick, of a pinkish tint, with stone trimmings. The ground floors and corridors will be tiled, and the interior finish will include marble and hardwood. Arrangement has been made for 230 sleeping apartments, and on the ground floor will be located seven stores. Every room in the building will have at least one outside window. The hotel will be heated by steam and lighted by electricity, the light and heat being furnished by an individual plant. It will also be provided with elevators, a system for purifying water, and will have a roof garden on the top. Carpenter & Peebles, of Norfolk, are the architects, and E. L. Stokes, of the Eutaw House, Baltimore, will be manager.

The Future Gold Centre.

"The Southern States are going to furnish the great gold-mining camps of the future," said Mr. Albert W. Hastings, of New York, who has been prospecting for the precious metals in the South, to a reporter.

"The Appalachian range is richer in auriferous and argentiferous ore than the goldfields of South Africa, but it is only of late that the possibilities of this vast region have begun to attract attention. Before the war the Southern people were too busy raising cotton and negroes to pay any heed to mining; now they are beginning to realize what sources of undeveloped wealth exist in their hills and mountains. In Virginia, Tennessee, the Carolinas, Georgia and Alabama I am satisfied that gold will be found at no distant day in paying quantities, and in some one of these Commonwealths a second Cripple Creek or Johannesburg will rise to enrich the country with the yellow metal.

"It is not generally known that in several of the Southern States are to be found some of the most precious stones—diamonds, sapphires, emeralds, and the like. In North Carolina, not long since, a very handsome diamond, worth \$250, was discovered, and, subsequently, a good many smaller ones were picked up. There is no telling but that in future the South may become a great producer of costly gems."—Washington Post.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

Lumber Directory.

Readers of the Manufacturers' Record who may be in the market for lumber of any description are recommended to the directory of Southern lumber manufacturers and dealers which appears among the advertising pages.

Wide Market for Southern Furniture.

The Manufacturers' Record has referred several times to the success of the furniture factories in the South, and the Rome Furniture Manufacturing Co. is only another instance. At present this company has a market in Massachusetts, New York, Pennsylvania, Connecticut, Rhode Island, Texas, Maine and New Hampshire, as well as the nearby Southern States, for its goods. The material for the furniture comes from the vicinity of the factory, and 30,000 feet of lumber are used weekly, the output being two carloads of finished work per day. The company makes a specialty of chamber sets, sideboards, etc., and the demand for these goods is steadily increasing.

Making Furniture in the South.

The following from the Southern Field, published by the Southern Railway Co. in the interest of Southern development, is very timely:

"Go among the furniture-makers in the South and one will hear, 'We are doing all the business our present capital will permit.' That speaks well for the industry in the South, and we might here note the fact that in general the South is today in better condition industrially than any portion of the country. We venture it is only a question of time when these Southern factories will compel the manufacturer of the North to abandon certain markets on account of this competition, which is getting 'bigger and bigger' daily. Our advice would be, come South, and either build a factory or take an interest with some of these fellows just getting started South. A few years ago the cotton manufacturer of New England remarked, 'They cannot affect us with mills in the South.' And today we find the mills on coarse goods in the North must either close down or move South. By and by the finer grades of goods will be made South, and on that they will have to follow in the same manner as they are now doing on coarse goods. So it is with the furniture manufacturer. We in the South are starting in on low-priced goods. Our people are rapidly learning how to make and sell them. Later on the mills of the North will find our immense factories will tower up and our stock go right into the North in effective competition. The Northern manufacturer will then say, 'Oh, they can make cheap furniture, but we will make the high-grade.' Just wait the turn of affairs; the South is filling up with the intelligent, progressive, experienced artisans of the North; it is only a question of a reasonable period when it will turn out the cheapest and best furniture upon the markets. Why will this change be wrought? The plain, practical facts are:

"1. The South affords an abundant supply and a great variety of the desirable furniture woods, which are obtainable at far below prices paid by mills in the North.

"2. Desirable mechanics.

"3. A great and rapidly increasing local market. More people will find homes in the South during the next decade than elsewhere, which means an increased business.

"4. Railway facilities. Our railways

know the resources are theirs, and they will help develop them.

"We don't want to discourage the manufacturer who has large capital invested in the North, but these truths are given and the suggestion made that now is the time to grasp the situation and get a foothold in the South. Send down a branch of the factory. Many of them are now getting raw material from along the Southern, taking it away North, putting it into furniture and sending the furniture South for a market. We offer splendid sites and numerous other advantages worth considering."

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record,
Baltimore, Md., October 8.

There has been a more active market during the past week, owing to the increased demand for lumber for repairing damages caused by the late storm which passed over the city. The general market is also in a slightly better condition, and there is more inquiry, both locally and from out-of-town buyers. Stocks at all milling centres have been light for some time past, and the output materially curtailed. Yellow-pine men begin to look upon the situation as presenting a better front in the near future, and considerable business is expected in November and later on. The situation in hardwoods is somewhat improved, with a better demand from out-of-town buyers. In the export trade there are some restrictions at the moment, a scarcity of tonnage and advance in rates, which means higher prices to the shipper. The markets in Great Britain report prices firm, with trade generally active. The Hardwood Exporters' Association reports the inspections of oak plank for the six months ending July 31, 1896, as follows: 903 cars, containing 4,412,789 superficial feet of primes and 1,412,271 superficial feet of culls, making a total from this port of 5,825,060 feet. At Newport News and Norfolk sixty-nine cars were inspected, containing 477,697 feet of primes and 56,769 feet of culls, a total of 534,466 feet. At New York sixteen cars were inspected, containing 97,439 feet, making a total inspected for the six months of 6,456,965 superficial feet. The foreign exports of wood and its products from this port for the month of September were 2,365,000 feet of lumber, 1654 logs of wood and 93,000 staves.

The following list represents the prices current at this date:

[The quotations for yellow pine are for cargo lots, and for all hardwoods the figures indicate values for choice car lots.]

VIRGINIA AND NORTH CAROLINA PINE		
5-4x10 No. 2, kiln dried.....	\$12 50@	13 50
5-4x12 No. 2, kiln dried.....	17 50@	18 50
4-4x10 No. 1, kiln dried.....	15 00@	15 50
4-4x12 No. 1, kiln dried.....	15 00@	16 00
4-4 nar. edge, No. 1, kiln dried.....	13 00@	14 00
4-4 wide edge, No. 1, kiln dr'd.....	17 00@	18 00
6-4x10 & 12, No. 1, kiln dried.....	23 00@	24 00
4-4 No. 1 edge floor, air dried.....	13 50@	14 00
4-4 No. 2 edge floor, air dried.....	10 50@	11 00
4-4 No. 1 12-in. stock, air dried.....	14 00@	15 00
4-4 No. 2 12-in. stock.....	11 00@	12 00
4-4 edge box or rough wide.....	7 50@	8 50
4-4 edge box do. (ord. widths).....	6 50@	7 00
4-4 12-inch rough.....	9 00@	9 50
4-4 narrow edge.....	5 00@	6 00
4-4 wide.....	6 50@	7 50
4-4 9 1/2 and 10 1/2-inch.....	8 00@	9 00
Small joists, 2 1/2-12, 14 and 16 long.....	7 00@	8 00
Large joists, 3-16 long and up.....	8 00@	9 00
Scantling, 2x3, 2x4 and 3x4.....	7 00@	8 00

WHITE PINE.		
1st and 2d clear, 4-4, 5-4, 6-4 and 8-4.....	47 50@	48 50
3d clear, 4-4, 5-4, 6-4 and 8-4.....	42 50@	43 50
Good edge culls.....	14 50@	15 50
Good stock.....	16 50@	17 50

CYPRESS.		
4-4x6, No. 1.....	19 00@	20 00
4-4x6, No. 2.....	14 00@	15 00
4-4x6, 16 feet, fencing.....	10 50@	11 50
4-4x6, rough.....	8 50@	9 50
4-4 rough edge.....	8 00@	8 50
4-4 edge, No. 1.....	16 00@	17 00
4-4 edge, No. 2.....	12 50@	13 50
Gulf, 4-4, Nos. 1 and 2.....	28 50@	30 50
Gulf, 6-4, Nos. 1 and 2.....	31 50@	32 50

HARDWOODS—WALNUT.		
5-8, Nos. 1 and 2.....	65 00@	75 00
4-4, Nos. 1 and 2.....	80 00@	90 00
5-4, 6-4 and 8-4.....	85 00@	95 00
Newell stuff, clear of heart.....	85 00@	100 00
Culls.....	20 00@	30 00

OAK.

Cabinet, white and red, Southern, plain-sawed and good, 1 and 2, 8 inches and up, 12 to 16 feet long, 4-4.....	30 00@	34 00
Quartered white, Western, 1 and 2 quality, all figured, 6 inches and up wide, 4-4.....	53 00@	55 00
Culls.....	10 00@	15 00

POPLAR.

Nos. 1 and 2, 5-8.....	24 50@	25 50
Nos. 1 and 2, 4-4.....	28 00@	30 00
Nos. 1 and 2, 6 and 8-4.....	32 50@	33 50
Culls.....	11 50@	12 50

SHINGLES.

Cypr., No. 1 h'rts, sawed, 6x20.....	6 50@	7 50
No. 1 saps, sawed, 6x20.....	4 75@	5 25
No. 1 hearts, shaved, 6x20.....	6 00@	7 00
No. 1 saps, shaved, 6x20.....	5 00@	—

LATHS.

White pine.....	2 50@	2 75
Spruce.....	2 10@	2 20
Cypress.....	2 10@	2 20

Norfolk.

[From our own Correspondent.]

Norfolk, Va., October 5.

Among manufacturers of lumber and commission men engaged in this important industry there is a somewhat better feeling in this market, and from the present indications there are hopes of a more active market early in November. The developments during the present month show a decidedly better inquiry for stock, and the demand for better grades of lumber is more decided. Stocks, as a rule, do not show the full assortment usual during a period of great activity, the supply of several grades being much short of the demand. Holders, as a rule, are very firm in their views, and good lumber at the moment commands without any difficulty outside list figures. Some mills have now been closed down for over a month, and all the mills, as previously stated, have been curtailing their output for over three months. Air-dried yellow-pine lumber has been very dull, with prices easy, but with the slight improvement in kiln-dried it is likely a better demand will ensue. Among planing mills there seems to be very little activity, but still they are all running, with no excessive demand for material and prices showing a narrow margin of profit. The local demand for building purposes continues very fair, and a large amount of material is going into consumption for city and suburban improvements. At milling centres throughout this section of the State and North Carolina the industry is showing very little improvement, and the feeling prevails that business in lumber will not improve until after the election. Nearly all the mills are curtailing their output, and stocks everywhere are light. The demand here for vessels of desirable tonnage is good, but there is a scarcity, and rates are firm, and at the moment are \$2 and \$2.10 for New York, some charters having been closed at the inside figures. The Atlantic Saw Mill Co., whose plant was destroyed by fire recently, has leased one of the mills of the Tunis Lumber Co., and is cutting up the logs on hand.

Charleston.

[From our own Correspondent.]

Charleston, S. C., October 5.

The general features of the lumber market have not materially changed during the past week, and the movement of lumber and its products at this port is fairly active. There is a steady demand from Northern ports for desirable material, and prices are a shade firmer. In the crosstie and stave industry there is considerable business doing, and the demand from railroads for the former and foreign inquiry for the latter is active, with prices firm. There is also a good inquiry in the shingle market, and some large shipments will likely be made during the present month. Reports from the milling sections adjacent to Charleston are generally more encouraging, and mills are generally well supplied with a desirable assortment of lumber, etc. At the close of the market on Saturday last quotations ranged as follows: Merchantable lumber, \$14 to

\$16 for city-sawed, \$12 to \$14 for railroad; square and sound, \$9 to \$13 for railroad, \$8 to \$11 for raft; dock timber, \$4.50 to \$6.50; shipping, \$8.50 to \$10.50. Shingles are in good demand at \$5 to \$7 per thousand. Among the shipments of lumber during the past week the following vessels were reported: For New York, schooner Tillie Vanderherchen, 313,000 feet of lumber; barkentine E. S. Powell, 448,000 feet, and steamer George W. Clyde, 40,000 feet. The schooner S. G. Hart sailed for Boston with 505,000 feet of lumber. The shipments of lumber coastwise since September 1 amount to 3,668,759 feet, of which 85,000 feet were foreign, 2,622,455 feet shipped to New York and 958,304 feet to Boston. Yellow-pine lumber freights are firm, with rates to New York at \$4.38 to \$4.50, and tonnage scarce. Dry lumber to Providence, R. I., is quoted at \$4.50; crossties to New York, 14 to 14 1/2 cents each.

Savannah.

[From our own Correspondent.]

Savannah, Ga., October 5.

The hurricane which passed over this city on the 29th ult. has wrought considerable damage to the lumber and turpentine industry in Southern Georgia, and during the week under review there has been very little business moving. The scarcity of desirable tonnage and the inclement weather prevailing on the coast have also restricted trade in lumber and other wood products. There is a fair demand for desirable grades of lumber, and there has been a number of inquiries for certain dimensions, all of which will result in a considerable volume of transactions in the near future. Among manufacturers and other engaged in this industry there seems to be a more hopeful feeling in regard to the lumber market, and it is expected that after the Presidential election business will brighten up. The market closed on Saturday with values firm, as follows: Ordinary sizes, \$11 to \$12; difficult sizes, \$13 to 18; flooring boards, \$15 to \$22; shipstuff, \$16.50 to \$20, and sawn ties, \$10. In the stave and crosstie business there is a good demand, and prices are generally better than last season. Among the vessels clearing with cargoes of lumber during the week were the following: Schooner Mary B. Baird for Philadelphia with 611,596 feet, and schooner Carrie T. Balano for New York with 458,085 feet. The New York steamer City of Birmingham took out 100,500 shingles, and the Boston steamer 98,500 feet of lumber. The steamship City of Macon took out 34,500 feet of lumber among her cargo. The American Stave & Cooperage Co. shipped 2840 white-oak staves to Rotterdam, and the schooner Island City, which drifted ashore opposite quarantine on the day of the hurricane, was gotten off yesterday and will sail for Baltimore with her cargo of lumber. Lumber freights are very steady, with a scarcity of handy-sized tonnage. Rates from this and nearby Georgia ports are quoted at \$4.25 to \$5.50 for a range including Baltimore and Portland, Me. Railroad ties, basis forty-four feet, 15 cents. Steamer rates to New York and Philadelphia \$7, to Boston \$8 and Baltimore \$5.

Pensacola.

[From our own Correspondent.]

Pensacola, Fla., October 5.

The market here during the past week has been rather quiet, owing to the limited demand for stock. A few sales of Ferry Pass timber were reported last Friday at 10 1/2 cents. There is, however, a very fair inquiry, both for lumber and timber, and it is expected that during next month considerable activity will materialize. The advices from markets in Great Britain continue of an encouraging

character, and prices are very steady. The scarcity of tonnage here has operated against business, and rates for desirable vessels will advance. The saw-mill sections adjacent to this city are all reporting a better business, with orders more free and prices not materially changed. A new company was incorporated at Milton, in this State, last week, to be known as the Otis Lumber Co. The incorporators are C. W. Hagerman, L. Otis and F. B. Hagerman, with a capital stock of \$10,000. Among the clearances last week the following vessels are reported: Steamship Leonora for Liverpool with 25,000 feet of lumber, 35,000 oak staves, with other cargo; steamship Lord Kelvin for Alexandria with 2,360,000 feet of lumber and 108,000 feet of sawn timber; steamship Islesworth for Newcastle-on-Tyne with 1,802,000 feet of sawn timber. Among the recent charters reported are the following: Schooner Gertrude L. Trundy, 407 tons, from this port to Washington, D. C., with lumber at \$5.50; Norwegian bark Guidreg, 825 tons, hence for Rio Janeiro at \$15, \$2 form; German bark Planet, hence to Rio Janeiro, \$13.25 net and discharged, and the Norwegian bark Amerika, 822 tons, hence for Buenos Ayres at \$12 net. The American bark Laura was chartered last week to load lumber here for Boston at \$6.

Mobile.

[From our own Correspondent.]

Mobile, Ala., October 5.

From present indications there is every prospect of an active movement in the lumber and timber market of this port. This industry continues to show a steady increase in many of its avenues, and during the past week the demand has been fairly active. From South and Central America and Mexico the inquiry is good, and there is also a demand from the West Indies. In timber, prospects are good for a steady trade for export during the fall and winter season, while advices from the United Kingdom and Continent are very encouraging. The market for yellow-pine lumber is steady, and mills are generally employed on orders at fair prices. A prominent lumberman of this city, in speaking of the market, says: "Prices for export are very good, and for the better grades the interior markets are fairly remunerative, but the logs would all have to run to better grades to make any money out of the car trade just now." Sawn timber, when placed upon the market, will bring 11 1/2 cents per cubic foot, 40-foot basis, and contracts are placed at 11 1/2 cents flat. There is a fair demand for cypress at 5 to 8 cents per cubic foot. Cedar is dull at 20 to 30 cents, according to quality and size. The demand for saw logs is good at \$5 to \$7 per thousand. Hewn timber is scarce, and will bring 11 1/2 to 12 cents on basis of 100 cubic feet, average B1 good, contracting on 12-cent basis. There is no demand at the moment for hewn oak or poplar. Among the clearances last week were the following vessels: Bark Huano for Aberdeen, Scotland, with 1461 cubic feet of hewn timber, 27,700 cubic feet of sawn timber and 169,077 feet of lumber. The steamer Selma took out 220,000 feet of lumber for Liverpool; steamer Vieira for Vera Cruz 82,966 feet of lumber; bark Araby Maid for Campana, A. R., 575,208 feet; bark Angelo for Buenos Ayres, A. R., 476,345 feet; schooner Bartlett for Santiago de Cuba 185,987 feet, and schooner Kenney for Sagua la Grande 275,073 feet. The total shipments of lumber from this port since September 1 amount to 7,204,125 feet, against 2,492,501 feet for the corresponding period last year. The exports of other woods, in cubic feet, since September 1 are as follows: Oak, 3529 feet; pop-

lar, 1630 feet; whitewood, 2799 feet; walnut, 477 feet; piling, lineal feet, 25,330; staves, 1243, and crossties, 2500. There is a good demand for tonnage, and rates are firm, with vessels scarce. Lumber rates to the West Indies, \$5.50 to \$6.50; coastwise, \$5.50 to \$6; Cuba, north side, \$6, Spanish gold, and south side, \$6.50; River Platte, \$10.50 to \$11, and Mexico, \$7 to \$7.50, American gold. Timber rates are 30/ per load for hewn and 95/ per standard for sawn. The Russian bark Hern, 1037 tons, was chartered in New York last week to load lumber at this port for Buenos Ayres or Montevideo at \$13. \$2 form, and the schooner Flora Woodhouse to load lumber at Pasagoula for Calabrian at \$6.75.

Beaumont.

Beaumont, Texas, October 3.

The condition of the lumber market has remained about stationary for the past week. A slight increase is reported in orders for yard stock and dressed lumber. On account of the monetary uncertainty, dealers in the interior are carrying as light a stock as possible, and orders for such stuff are only given to meet the present actual demands. Such a condition will probably not last long. Reports from New Orleans and Galveston show increased exports of cotton over last year at this time, and we may reasonably expect that the money so brought here in balance of trade will tend to create a better demand on the interior for this class of lumber. With this expectation, millmen here are looking for brighter times the present month. There has been but a light demand for shingles.

The export business continues brisk, and the Reliance Lumber Co. began shipments on its 16,000,000 feet order October 1. It is expected to ship on this order 1,700,000 feet every month until completed, and the Reliance has called to its assistance several outside mills.

The mills here now having about all they care to handle for the present, they are not hustling for business as was their wont some time back, and are only accepting new orders on such terms as may be readily seen with a fair profit.

It has been generally admitted that the yellow-pine industry is now run on such a narrow margin that many mills by a fair statement would be seen to be operating at a loss. To correct this condition Mr. S. F. Carter is advocating that all mills shut down until the law of supply and demand shall again place our market on a paying basis. Computing an average difference of \$4 between the market today as compared with last year at this time, he figures a difference of \$5,000,000 on the stock now on hand, and urges that by shutting down, this amount would be realized readily in a few months on the stock now on hand, and an enormous saving in stumpage would also be made. Granting the above, for sake of argument, it is hardly probable that such a move would be entered into by the mills in this vicinity, as the export trade is too flourishing to warrant their taking such action. Our chief complaint is on account of low prices in yard stock, of which there is a large accumulation, which is daily augmenting. It is thought, however, that the European markets will afford relief in this direction. Several shipments have already been made there as an experiment, and it is probable will result in many more.

Advices from Orange show that trade there for the past month has been very light. Shipments by rail have fallen much below half what they were for September, 1895, and water shipments will not equal the business of the preceding month.

The Orange Lumber Co. is now busy

on a bill for Liverpool, and the saws of Litcher & Moore are eating their way through shipments for Northern markets and Costa Rica.

Litcher & Moore received news by wire that their schooner, J. M. McInnis, was caught in a severe storm September 26 and 27, in which she lost a portion of her deck load.

A large order for window-sash and doors for South Africa has been received by the Reliance.

The Bancroft Lumber Co., of Orange, has elected the following officers: A. J. Bancroft, president; C. W. Bancroft, secretary, and Geo. W. Bancroft, treasurer.

Mr. Wm. Rudolf, of W. S. Keyser Company, has placed orders for two cargoes of 1,000,000 feet each with the Export Company. These orders are for German prime, one cargo for European ports and the other for South Africa. He pronounced the cargo of "prime" recently sawed the finest he had ever seen, some of it showing clear and sound twenty-eight inches wide.

The steamship Algoa, 4897 tons, is now in Galveston, and the steamship Westmenth, 4486 tons, is now due at Sabine Pass for lumber from this point.

H. H. Beels, engineer of Port Arthur Land Co., reports that no new work will be undertaken until after election.

An unusual demand for vessels in all Gulf ports to handle the grain, cotton and oil has materially affected the lumber rates.

The Craddock & Arbogast Logging Co., of Field, La., has closed down, throwing out of employment about 100 men.

W. F. FARRAND.

Lumber Notes.

Among the foreign exports from the port of Baltimore for September were 2,865,000 feet of lumber, 1654 logs of wood and 93,000 staves.

The plant of the Hunnicutt Lumber Co., at Obed, near Harriman, Tenn., was destroyed by fire on the 3d inst., causing a loss of several thousand dollars.

The schooner W. T. Green cleared from Wilmington, N. C., last week for Hayti with 130,698 feet of lumber and other cargo, shipped by S. & W. H. Northup.

The planing mill of J. J. White, at Lumberton, Miss., was destroyed by fire on the 1st inst. The plant was one of the finest in the State. The loss was covered by insurance.

The large saw mill and ginhouse of W. D. Brown, at White Springs, Fla., were destroyed by fire on the 24th ult. The loss was total, amounting to about \$3000, with no insurance.

The schooner Thomas N. Stone cleared on Saturday last from Wilmington, N. C., for Barbadoes with 248,211 feet of lumber and 169,475 shingles, shipped by Edward Kidder's Son.

A charter has been issued to the Otis Lumber Co., of Milton, Fla. The incorporators are C. W. Hagerman, S. Otis and F. B. Hagerman, and the capital stock is placed at \$10,000.

The receipts of oak and poplar timber last week at Marion, N. C., were larger than usual. A portion of the receipts were for the Marion Furniture Co., and the balance for the export trade.

At a special meeting of the Ocala Furniture Manufacturing Co., of Ocala, Fla., held last week, the interest of a majority of the stockholders was transferred to F. E. Bugbee, who will immediately proceed to reorganize the company.

The saw-mill plant of Gracy & McDonald, at Gracy, Fla., the largest in that section of the State, was completely wrecked by the cyclone which passed over Florida

on the 29th ult. Thousands of acres of timber lands were also destroyed.

The Messrs. Lutz, of Hagerstown, Md., who own a large saw mill near Orange Lake, Fla., are now largely engaged in sawing hardwood timber for shipment to Northern markets, where it will be used chiefly in the manufacture of carriages, etc.

Owing to the death of Mr. Thomas W. Bancroft, of the Bancroft Lumber Co., of Orange, Texas, a reorganization of the company has been effected by the election of the following officers: A. J. Bancroft, president; E. W. Bancroft, secretary, and George W. Bancroft, treasurer.

The Yerkes & Finan and the Hall & Brown Woodworking Machinery Companies are represented at the annual exposition at St. Louis, Mo. They display a great variety of machinery, prominent among which are planers, molders, resaws, variety saws and flooring machines.

The domestic exports of lumber from Brunswick, Ga., during the month of September amounted to 7,113,000 feet, and foreign exports 1,668,000 feet of lumber, 158,000 feet of timber and 3975 staves. In domestic exports for the month there were 47,733 crossties and 148,450 shingles.

It is stated that the Lookout Lumber Co., at Chattanooga, Tenn., whose extensive plant was recently destroyed by fire, will soon be ready to resume operations. Although all the buildings have not been replaced, enough has been done to put the machinery in and set the mill to work.

The steamship Amana cleared from Galveston, Texas, last week for Hamburg, via Newport News, having among her cargo 4116 pieces of cottonwood lumber, 323 pieces of ash, 4153 pieces of walnut, and one lot of oak shorts and one of walnut, making a total measurement of 150,260 feet.

Four dry-kilns filled with lumber, two storage sheds, several hundred thousand shingles, 500,000 feet of lumber and other property, owned by the Sullivan Lumber Co., of Mobile, Ala., was destroyed by fire on the 29th ult. The loss will reach fully \$18,000, and is only partially covered by insurance.

It is stated that the Bond Lumber Co., of De Land, Fla., has become owner of large tracts of pine and cypress timber lying between De Land and Daytona, Fla. A railroad from De Land to Daytona will enable them to put this timber in the market, as well as affording means of reaching the coast and county seat.

Mr. Wm. Rudolf, of the lumber exporting firm of W. S. Keyser & Co., of Pensacola, visited Sabine Pass, Texas, last week, and while in the vicinity of Beaumont placed two cargoes of 1,000,000 feet of lumber each with the Consolidated Export Lumber Co. One of the cargoes is German prime, and the other for South Africa.

A. M. Patrick has ordered a saw mill, which he will put in for the colony of Chicago people on the bay near Florida Town, Fla. At present there are about fifty people in the colony, and it is expected this number will soon be increased. They have purchased 12,000 acres of land and ordered 452,000 feet of lumber for building purposes.

Lumber shipments during the past week from the port of Jacksonville, Fla., have been light, and the market rather quiet. Among the shipments reported are the following: Clyde steamer Iroquois for New York with 450,000 feet of lumber and 5000 bundles of shingles, besides other cargo. The schooner Wm. H. Skinner cleared for New York with 213,000 feet of lumber. The schooner City

of Philadelphia cleared for Philadelphia with 260,000 feet of lumber, and the schooner Elza A. Scribner with 265,000 feet.

The plant of the Jeanerette Lumber & Shingle Co., at Jeanerette, La., was nearly destroyed by fire on the 2d inst. Most of the mill property, excepting the saw and shingle mill, and dry-kilns and a number of business houses and private residences were burned. The total loss will foot up from \$150,000 to \$175,000, with insurance about \$60,000.

The foreign exports of wood and its products from the port of Galveston during the month of September were as follows: 310,946 feet of yellow-pine lumber, 10,410 feet of ash lumber, 37,220 feet of walnut lumber, 839 cedar logs, 72,664 feet of cottonwood lumber and 20,028 feet of oak shorts. The coastwise exports were 242 cedar logs and 4590 pieces of ash lumber to New York.

It is stated that the extensive lumber-mill business of Anderson & Hicks, at Melrose, near Valdosta, Ga., was last week placed in the hands of a receiver. Mr. E. W. Lane, of the Merchants' Bank of Valdosta, was appointed receiver, and he will operate the mill for the present. It is said that the creditors will get their money, dollar for dollar, and in several months all the debts will be liquidated.

The secretary of the Mechanics, Dealers and Lumbermen's Exchange of New Orleans reports the receipts of lumber and other wood products for the week ending October 1 at that port as follows: Lumber, 1,489,000 feet, and for the season, 12,087,000 feet, against 17,319,000 feet last year. Receipts of shingles for the week were 106,000, laths 185,000, oak staves 72,000, and cypress staves 37,000.

It is stated that the Selden Cypress Door Co., of Palatka, Fla., started up its extensive milling plant last week. The company located at Palatka in October, 1895, and early in January last broke ground for the foundations of its buildings. The plant is now one of the best equipped in the South, with an annual capacity of 156,000 doors, 78,000 pairs of sash, 47,000 pairs of blinds, besides other manufactured work for buildings. The company is now putting in an automatic fire-sprinkler system, which is considered an absolute safeguard against fire.

The custom-house records of Jacksonville, Fla., for the month of September show a slight increase in the lumber shipments over the previous month. The total shipments amounted to 9,664,064 feet, divided as follows: Yellow pine, coastwise, 7,950,000 feet; yellow pine, foreign, 225,445 feet, and cypress, coastwise, 1,488,000 feet. The other exports of wood products were 1,450,000 shingles in bulk and 18,700 bundles, and crossties 9000. The exports for August amounted to 8,509,000 feet of pine lumber, and 504,000 feet of cypress, 19,000 bundles of shingles and 856,000 in bulk, and 26,000 crossties.

Real Estate in Montgomery.

Real estate in Montgomery, Ala., seems to be in a very satisfactory condition. According to the report of the city engineer, fully \$200,000 of residences have been built within the last nine months, and there are very few vacant houses in the city today. For several years its growth in population has been greater in proportion than the number of new buildings erected, consequently there has been an increase in the demand for dwellings from year to year. As a result, real estate has been maintained at excellent prices. It is also stated that but very few vacant stores are to be found in the city, and that there is an increasing demand for business property.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in any town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and even then they must expect the return of some letters, because of the lack of knowledge on the part of postmasters of all new companies. Criticisms and complaints are invited, as they will the better enable us to guard against errors.

ALABAMA.

Anniston—Net and Twine Plant.—The American Net & Twine Co., of Boston, Mass., previously reported as to erect a \$250,000 plant at this place, has, it is stated, let contract for the erection of same to Thompson Bros., of Birmingham, Ala. The plant will be operated under the name of the Gold Medal Twine Co.

Birmingham—Publishing.—An effort is being made to start a new newspaper.

Eastboga—Saw Mill.—A new saw mill will, it is stated, be erected. W. W. Coble & Co., of Piedmont, can give information.

Oxford—Tile and Pottery Works.—The Dixie Tile & Pottery Co. has nearly completed its plant, and is about to begin operations.

ARKANSAS.

Fayetteville—Ice Factory.—Plans and specifications are now under consideration for the erection of a \$15,000 ice factory. W. H. Whitlaw can be addressed for information.

Hot Springs—Ice Factory.—The City Ice Co. has been incorporated, with a capital stock of \$55,000. Henry W. Meyer is president, and Fred N. Rix, secretary.

FLORIDA.

Hampton—Refrigerator Company.—J. Allen, W. H. Alexander and others have formed a company to manufacture strawberry refrigerators.

Milton—Saw Mill.—A. M. Patrick and others are erecting a saw mill in a lumber tract purchased near Milton. The mill outfit has been ordered.

Milton—Lumber Mills.—The Otis Lumber Co. has been incorporated, with a capital stock of \$10,000, for the purpose of manufacturing and dealing in lumber, real estate, etc. C. W. Hagerman, Q. Otis and others are among the incorporators.

Orlando—Novelty Works.—D. Lockhart has purchased the novelty works of L. M. Boykin, and, it is reported, will need some new machinery in the near future.

Tampa—Sewerage System.—Geo. Waring

has, it is stated, prepared plans for the construction of the proposed sewerage system, which is to cost \$225,000. Address the mayor.

Tallahassee—Laundry.—E. F. Lattimer will, it is reported, erect a steam laundry.

Tampa—Cigar Factory.—L. J. Napoles, Thomas Perez, Juan Ebra and others have incorporated the Monroe Cigar Co., of West Tampa, with a capital stock of \$25,000, to manufacture and sell cigars, deal in real estate, etc.

GEORGIA.

Atlanta—Window-glass Factory.—Pierce Mahy, of Ransart, Belgium, is in correspondence with Volney Bullock, secretary of the Chamber of Commerce, relative to the establishment in Atlanta of a co-operative window-glass factory.

Augusta—Railroad Shops.—The Augusta Southern Railroad Co. will, it is stated, shortly rebuild its shops recently burned. James U. Jackson, president of the company, can be addressed.

Augusta—Warehouse and Compress.—The Union Warehouse & Compress Co. will, it is stated, shortly begin the erection of its plant for compressing cotton.

Canton—Marble Works.—The Georgia Marble Finishing Works informs the Manufacturers' Record that it is now building a plant to include a marble saw mill and finishing shops. Main building is 200x50 feet.

La Grange—Hardware Company.—The La Grange Hardware Co. has been incorporated, with a capital stock of \$5000, for the purpose of dealing in hardware, etc. G. S. Hanson, B. Barker, H. D. Glanton and others are among the incorporators.

Macon—Printing Company.—The Postell Printing Co., before referred to, has been incorporated, with a capital stock of \$6000; S. M. Postell and others, incorporators.

Rome—Electric-light Plant.—The plant of the Rome Electric Light Co. is reported as to be enlarged and improved. Charles E. Woodruff, receiver, can be addressed.

Savannah—Cotton Mills.—The Savannah Cotton Mills Co. will rebuild at once that part of its plant lately destroyed by the storm.

Summersville—Water Works.—A system of water works will, it is stated, be constructed. Address the mayor.

KENTUCKY.

Louisville—Coal and Iron Company.—The Kentucky & Alabama Coal, Iron & Land Co. has been reorganized, with W. P. Ijams, of Terre Haute, Ind., as president; John H. Weller, of Louisville, vice-president, and S. P. Myer, of Louisville, secretary and treasurer. It is stated that the company may begin operations on property which it owns near Birmingham, Ala.

Louisville—Distillery.—Plans are ready and bids have been accepted for the distillery lately reported as to be erected by Bernheim Brothers.

Louisville—Woolen Works.—Work has, it is stated, been resumed at the old Kentucky Woolen Mills; W. N. Henderson, manager.

Louisville—Grain Elevator.—Bullitt & Bullitt will, it is stated, erect a grain elevator with a capacity of 10,000 bushels.

Middlesborough—Coal Mines.—The Fork Ridge Coal & Coke Co., reported in last issue as having discovered a new coal vein of cannel variety, informs the Manufacturers' Record that the report is true, and that it will begin developing at once; Thomas Atkinson, manager.

Morehead—Oil Wells.—Thomas L. Wilson and John Akin, of New York, are reported as about to sink oil wells near Morehead.

Nicholasville—Ice Plant.—Report that an ice plant may be built in Nicholasville is confirmed. N. B. Baldwin may be addressed.

Nicholasville—Oil Wells.—L. C. Drake and others, reported last week as having purchased 20,000 acres of land in Southern Kentucky, have the machinery erected and are boring for oil.

Paducah—Factory.—The McKinnie Veneering & Package Co. will, it is stated, rebuild its factory previously reported as burned.

LOUISIANA.

Crowley—Telegraph.—The Postal Telegraph-Cable Co. has been incorporated, with James McCleary, of Texas, as president, and J. W. Foster, of New Orleans, general manager. The purpose of this company is to

erect and maintain commercial telegraph lines.

New Orleans—Mercantile.—The Terry & Juden Co., Limited, has been incorporated by Augustus T. Terry and others, with a capital stock of \$11,100.

New Orleans—Mining Company.—The American & Mexican Mining & Treasure Co. has been incorporated, with a capital stock of \$500,000, for the purpose of purchasing and developing lands containing precious metals, minerals, gold mines, etc. John A. Peer is president of the company, and Joseph A. Brownson, secretary.

New Orleans—Levee Work.—Bids will be received until October 12 for the construction of certain levees. Address board of State engineers as above.

MARYLAND.

Cumberland—Filtering Plant.—The city is considering the construction of a filtering plant at its water works. Address the secretary of the water board.

Lansdowne—Cement and Lime Works.—C. R. Gostling & Co. are building a cement and lime works of a capacity of two carloads of lime daily.

MISSOURI.

Farmington—Creamery Company.—L. C. Hunt, J. A. Spratt, E. D. Turley and others have incorporated the Farmington Creamery Co., with a capital stock of \$3700.

Jefferson City—Electric-light and Power Plant.—The Electric Light, Power & Conduit Co. has been incorporated, with a capital stock of \$50,000, by S. M. Dodd, J. C. Van Blarcom, Richard C. Kerens and others.

Kansas City—Ice and Cold-storage Plant.—The Kansas City Ice & Cold Storage Co. will increase its capital stock from \$50,000 to \$100,000.

St. Louis—Printing-press Company.—The Victor Webb Printing Press Co. has been incorporated by Joseph Victor, P. M. Kling, Morris Sale and others, with a capital stock of \$36,000.

St. Louis—Trunk Company.—Henry Blumenthal, Samuel Blumenthal and Morris Rosenfeld have incorporated the Rosenfeld-Blumenthal Trunk Co., with a capital stock of \$6000.

St. Louis—Wine-making Company.—D. G. Cook, William F. Nolker and others have incorporated the American Wine Co. for the manufacture and sale of wines. The capital stock is \$175,000.

St. Louis—Brick Works.—The Gaffney Brick Works may be increased in size at a cost of \$100,000.

St. Louis—Jewelry Company.—Henry Cohn, J. Weinburg, P. W. Haberman and others have incorporated the Haberman Jewelry Co., with a capital stock of \$5000.

NORTH CAROLINA.

Charlotte—Gold Mine.—It is reported that a gold mine has been discovered on the farm of D. G. Maxwell near Charlotte.

Moncure—Cotton Mill.—It is reported that a New England company is investigating with a view of locating a \$1,000,000 cotton mill near Moncure.

SOUTH CAROLINA.

Abbeville—Hardware Company.—The Glen-Jones Hardware Co. has been incorporated, with a capital stock of \$5000. F. W. Glen is president, and W. H. Jones, secretary.

Charleston.—The C. G. Matthews Co. has been incorporated by C. G. and M. D. Matthews, with a capital stock of \$100,000.

Cheraw—Knitting Mills.—It is reported that negotiations are pending for the removal to Cheraw of two large knitting mills.

Columbia—Telephone System.—It is reported that arrangements are being made to build a telephone line between Charleston and Columbia. Division Superintendent Easterling, of the construction company, may be addressed at Atlanta, Ga.

Dillon—Telephone Exchanges.—The Pee Dee Telephone Co., F. B. David, secretary, will install one or two telephone exchanges.

Florence—Tobacco Factory.—R. F. Broadway & Co., of Winston, N. C., will start a tobacco factory and are placing machinery in the proposed plant.

Rock Hill—Printing Company.—J. W. Evans and J. W. Hammond, of Charlotte, N. C., have, it is stated, purchased the Hirst job-printing outfit, will remove same to Rock Hill and organize the Rock Hill Printing Co. to operate same.

Sumter—Furniture Factory.—The J. D. Craig Furniture Co. has been incorporated, with a capital stock of \$6000. J. D. Craig is president of the company, and Frank M. Spann, secretary.

TENNESSEE.

Chattanooga—Telephone Lines.—The East Tennessee Telephone Co. will, it is stated, expend \$12,000 in the improvement and extension of its lines.

Chattanooga—Stove Works.—The Chattanooga Stove Co. will rebuild at once its works lately burned.

Chattanooga—Packing Company.—The Mountain City Packing Co. has been incorporated for the purpose of carrying on a general pork-packing business; J. W. Evans, W. J. Willingham, Fred. J. Wallace and others, incorporators.

Chattanooga—Railroad Shops.—The Cincinnati Southern Railway Co., it is said, will shortly rebuild its shops recently burned at Somerset. R. L. Read, at Cincinnati, Ohio, is chief engineer.

Crossville—Mining, etc.—The Union Land, Coal & Coke Co. has secured about 200,000 acres of land, it is reported, in the vicinity of Crossville, and will develop the coal deposits on the property, as well as obtain the timber. The land has been controlled by the Union Land & Development Co., of which J. B. Johnson is manager.

Dyersburg—Spoke Factory.—Jacob Wels & Co. will, it is stated, rebuild their spoke factory, lately reported as burned.

Knoxville—Stove Works.—The Manchester Stove Works is in correspondence with parties relative to the removal of its plant to Knoxville. J. N. Patton is secretary of the company. Address the Chamber of Commerce at Knoxville.

Knoxville—Brewery.—The East Tennessee Brewing & Maltng Co. has, it is stated, been organized, with a capital stock of \$500,000, for the erection of a new brewery. Edward S. Raynor is among those interested, and can be addressed for information.

TEXAS.

Beeville—Electric-light Plant.—L. D. Rhodes, of Karnes City, Texas, has, it is stated, made arrangements for the erection of an electric-light plant at Beeville.

Bryan—Water Works, Electric-light Plant, etc.—The Bryan Water, Ice, Light & Power Co. has been incorporated by J. N. Cole, W. E. Sandles and G. W. Smith. The capital stock is \$20,000.

El Paso—Dam and Irrigation Plant.—It is reported that work is about to begin on the dam across the Rio Grande, and the reservoir in connection with it, for irrigation purposes. The Rio Grande Dam & Irrigation Co. is promoting the enterprise. A. Englede is chairman of the company, and W. T. Johns, secretary; office at El Paso.

Galveston—Bagging and Cordage Mill.—The Galveston Bagging & Cordage Co. will, it is stated, close its mill for repairs.

Galveston—Grain Elevator.—The Galveston Wharf Co. has decided to build a 600,000-bushel elevator instead of the two elevators recently reported. Bids will be received until October 31 for the construction of same.

Terrell—Electric-light and Power Plant.—The Terrell Electric Light & Power Co. is reported as making arrangements to double the capacity of its plant.

Velasco—Box Factory.—Harding Bros., of Houston, are investigating with a view of removing their entire box factory to Velasco.

VIRGINIA.

Danville—Furniture Factory.—James L. Pritchett, J. W. Boswell, A. C. Conway and others have, it is stated, purchased the plant of the B. L. Belt Furniture Co., and will operate same.

Lewisetta—Canning Factory.—The Lewisetta Canning & Transportation Co. has been incorporated, with a capital stock of \$100,000, to operate a canning factory and do a general transportation and shipping business. C. W. Ridley is president; H. F. Woodward, secretary, and C. R. Lewis, treasurer.

Norfolk—Furniture Factory.—Powell & Steele, of Newsums, Va., have, it is stated, purchased the Port Norfolk furniture factory, and will put same in operation.

Norfolk.—It is stated that Pittsburg (Pa.) capitalists have organized the American Food & Oil Co., with a capital stock of

\$100,000, for the purpose of dealing in peanuts. Headquarters will be at Norfolk.

Norfolk—Filtering Plant.—It is reported that a filtering plant will be established at the Norfolk City Water Works; Mr. James Riddle, superintendent.

Norfolk—Dry-dock.—Commandant Brown, of the Norfolk navy-yard, has, it is stated, forwarded specifications to Washington for the construction of a new stone dry-dock at the Norfolk navy-yard for the examination of the government.

Petersburg—Cotton Mills.—The Swift Manufacturing Co. is reported as rebuilding its cotton mills, and will need some new machinery.

WEST VIRGINIA.

Benwood—Furnace.—The Riverside Iron Works will, it is stated, build a new butt furnace at its tube works.

New Martinsville—Water Works.—Caleb & Cantre, of Bridgeport, Ohio, have contract for the construction of the water works at this place, reported in last issue.

Sistersville—Oil and Gas Company.—The North Penn Oil & Gas Co. has declared a dividend of 55 per cent. on the capital stock, to be paid October 17.

BURNED.

Albertville, Ala.—Grist mill and ginhouse of W. P. Johnson.

Athens, Ga.—Cotton gin of John R. Crawford; loss \$1000.

Athens, Ga.—Cotton gin of John R. Crawford.

Bailey, Texas.—Cotton gin of B. Hayton.

Charlotte, N. C.—Cotton gin of William T. Alexander, in Mallard Creek township.

Chattanooga, Tenn.—Chattanooga Stove Works partly destroyed.

Coburn's Store, N. C.—R. J. Howie & Co.'s gin.

Cowan, Ga.—Stores of A. Stoncsypher and S. Cowan; loss \$10,000.

Fairmont, W. Va.—The John glasshouse; loss about \$20,000.

Fannin, Texas.—Cotton gin of Brown Bros.

Franklin, Ky.—Franklin Hotel, owned by W. H. Bryan; loss \$2500.

Fulton, Miss.—Northern Illinois College buildings; estimated loss \$100,000.

Hamilton, Ga.—Ginhouse of O. S. Barnes.

Heidelberg, Miss.—Shields Hotel; loss about \$3000.

Hot Springs, Ark.—The Alamo Hotel; estimated loss \$5000.

Jeannerette, La.—Saw and shingle mills of the Jeannerette Shingle Co.; loss estimated at \$175,000.

Kosse, Texas.—Cotton gin of Jeff Hightower; loss \$1500.

Ladonia, Texas.—The W. B. Merrill Hotel; loss about \$2500. The storage-house of N. Watelsky; loss \$8000. Two buildings of Edward Kilgore; loss \$5000. Two buildings of Mrs. Samuel Marshall; loss \$5000.

Ladonia, Texas.—The City Hall; loss about \$50,000.

Larkinsville, Ala.—Mill of W. R. Larkin.

Lawrence, S. C.—Ginhouse of J. H. Kennedy.

Lebanon, Tenn.—The building of the Bank of Lebanon.

Lumberton, Miss.—J. J. White's planing mill.

Lyons, Ga.—Hotel of T. J. Coleman; loss \$3000.

Madisonville, Ky.—The tobacco factory of W. C. O'Bryan; estimated loss \$4000.

Mexico, Mo.—The Missouri Military Academy; loss about \$75,000. Address the board of trustees.

Mobile, Ala.—The dry-kilns, sheds, etc., of the Sullivan Timber Co.; estimated loss \$18,000.

Mobile, Ala.—Dry-kilns of the Sullivan Timber Co.; loss \$18,000.

New Orleans, La.—Acid works; loss estimated at \$100,000. Address John S. Rainey, president.

New Orleans, La.—The pants factory of A. Kory; estimated loss \$200,000.

Norfolk, Va.—Building of the Merchants & Farmers' Peanut Co.; estimated loss \$45,000.

Obed, Tenn.—Plant of the Hunnicut Lumber Co.

Pell City, Ala.—St. Charles Hotel; estimated \$10,000.

Rockdale, Texas.—Buildings of the Texas Brquette & Coal Co. near Rockdale; loss estimated at \$45,000.

Rome, Ga.—Warehouse of Robert J. Van Dyke; loss about \$10,000.

St. Louis, Mo.—Part of the plant of the American Brass Co.

St. Louis, Mo.—The plant of the Waters-Pierce Oil Co. at East St. Louis; estimated loss \$25,000.

Stoneville, Miss.—Cotton gin of B. F. Betts.

Temple, Texas.—The Gulf Hotel; loss about \$2000.

Webster, Md.—Canning factory of Thomas Miller.

Wellborn, Fla.—Saw and grist mill and gin of D. W. Brown; loss \$3000.

Wellborn, Texas.—Baptist Church building; loss \$4000.

Winston, N. C.—The naval-stores yards and warehouses of D. L. Gore, Murchison & Co. and D. McEachern.

Damaged by the Storm.

Brantford, Ga.—Presbyterian and Methodist churches; mill of the Drew Lumber Co.

Brunswick, Ga.—The plant of the Electric & Gas Light Co.; loss estimated at \$20,000.

Warehouse of Glauber & Isaacs; loss \$30,000. The L. Arlosa Opera House; loss \$4000.

Brelsneck's brick building and warehouse; Oglethorpe Bank building; Altamaha Cypress Mills; city hall; Plant Railroad system shops; Southern Railway warehouses; union depot; Gwinn's warehouse; J. M. Madden, steam laundry; Oglethorpe Hotel.

Burkeville, Va.—Plant of the Burkeville Manufacturing Co.

Cedar Key, Fla.—Methodist Church, Cedar Key High School, Christian Church, the Suwannee ice factory, Wolfe's cedar mill, mill of the Eagle Pencil Co., lumber mill of V. J. Herlong and planing mill of George W. Moyer & Son; warehouse of Parsons & Hale; also the warehouse of Cottrell & Finlayson.

Chase City, Va.—Planters' warehouse.

Durham, N. C.—Warehouse of W. T. Carlington; estimated loss \$50,000.

Florence, S. C.—African Methodist Episcopal Church; First Methodist Church.

Gracy, Fla.—The saw-mill plant of Gracy & McDonald.

Lake City, Fla.—Edwards Hotel, Methodist Church, barrel works of the Montgomery Cooperage Co.

Levyville, Fla.—Baptist Church, Masonic Hall and a ginhouse.

Lexington, Va.—Vesuvius Plow Works.

McClenny, Fla.—The Baptist church.

Myersville, Md.—The Lutheran Church.

Olustee, Fla.—Mill of the Eppinger & Russell Lumber Co.

Richmond, Va.—Second Baptist Church; Young Men's Christian Association building; building of the Richmond Ice Co.; factory of I. N. Vaughan; factory of the T. C. Williams Tobacco Co.; sash, door and blind factory.

Savannah, Ga.—Mills of the Savannah Guano Co.; Comer, Hull & Co.'s guano works, and mill of the Southern Cotton Oil Co.

Staunton, Va.—City gas works.

St. George's, S. C.—Baptist Church; Pythian Hall.

St. Simon's Mills, Ga.—The plant of the Hilton & Dodge Lumber Co.; Episcopal Church.

Summerville, S. C.—Baptist Church; Knights of Pythias Hall; Masonic Temple.

Timmons, S. C.—Leaf tobacco factory of Cooper & Lechner.

Weyer's Cave, Va.—Flour mill of Shaver Bros.

BUILDING NOTES.

Albany, Ga.—Church.—The Methodist congregation, it is reported, will erect a new church. Address the pastor.

Algiers, La.—Engine-house.—An ordinance will be introduced in the city council for the erection of a new engine-house. Address the town clerk.

Atlanta, Ga.—Stores.—John W. Alexander is erecting six two-story stores.

Atlanta, Ga.—School.—Plans and specifications have, it is stated, been completed for the erection of a new school building in the Battle Hill district by the county board of education; cost \$2000. Address the school board.

Atlanta, Ga.—Stores.—Permits have been issued to D. P. Morris for the erection of three two-story brick stores, at a cost of \$5000 each.

Augusta, Ga.—Warehouse.—It is stated that a large warehouse is in contemplation by a company composed of the members of the several new cotton firms of Augusta.

Avon Park, Fla.—Church.—It is stated that preparations are being made to build the new Episcopal Church. Rev. Mr. Porter can give information.

Baltimore, Md.—Fortifications.—Bids will be received until October 26 for building certain fortifications at North Point, near Baltimore. Address Col. Peter C. Haines, No. 9 Pleasant street, Baltimore, Md.

Baltimore, Md.—Dwellings.—Francis E. Yewell has purchased from the Peabody Heights Co. a lot 123x150 feet on the northwest corner of Calvert and Twenty-ninth streets, on which he will erect a number of dwellings. His address is Law Building.

Baltimore, Md.—Custom-house.—Proposals will be received until October 13 for labor and materials required to place a new tin roof on the main portion of the custom-house. Address the collector of customs.

Baltimore, Md.—Building Improvements.—The receivers of the Baltimore & Ohio Railroad Co. contemplate making some improvements at the Central Building. They will probably put in new elevators; W. M. Greene, general manager.

Charleston, S. C.—Hall.—The Knights of Pythias are reported as to erect a new hall.

Chase City, Va.—Warehouse.—The Planters' warehouse, lately demolished by the storm, will, it is stated, be rebuilt at once. Address Planters' Warehouse Co.

Chattanooga, Tenn.—Depot.—It is stated that the Chattanooga & Augusta Railroad Co. has planned a union depot, to be constructed in the city after the line is built. The depot is to be 800x400 feet in size if built. F. S. Wallace is chief engineer.

Chattanooga, Tenn.—Viaduct.—It is reported that the Chattanooga & Augusta Railroad Co. will construct a steel viaduct, over which its trains will enter the city when the road is built. F. S. Wallace, at Chattanooga, is chief engineer.

Dillon, S. C.—Courthouse.—The county is considering the idea of constructing a courthouse to cost about \$12,000. Address the town clerk at Dillon.

Fincastle, Va.—Jail.—The Burgess Steel & Iron Co., of Portsmouth, Ohio, has, it is stated, received contract for the erection of the new jail for Botetourt county, recently reported.

Fitzgerald, Ga.—Cotton Warehouse.—It is stated that work has begun on the cotton warehouse of William Thompson.

Folkston, Ga.—Church.—The Methodist Church at this place, recently damaged by the storm, will, it is stated, be rebuilt; Rev. M. C. Austin, pastor.

Fortress Monroe, Va.—Hospital.—The United States quartermaster's department will receive bids until October 19 for proposals for constructing a hospital at Fortress Monroe.

Greenville, S. C.—Hospital.—The Mountain City Colored Hospital Association has been incorporated by E. B. Holloway, J. P. Chappeil, A. B. Davis and others.

Greenville, S. C.—Hospital.—The erection of a new hospital is projected. Among those interested are Charles McAllister, A. H. Dean, G. W. Sirlime and others.

Harrodsburg, Ky.—Hotel.—It is reported that a contract has been let for a new hotel, which will be provided with electric lights, steam heat and elevator.

Houston, Texas.—Hall Building.—Work has been commenced on the new town hall building at Brunner.

Jasper, Ala.—School.—The city council is considering the idea of erecting a new schoolhouse. Address town clerk.

Kensington, Ga.—Pavilion, etc.—It is reported that the Chattanooga Southern Railway Co. will build a pavilion and roller coaster for amusement purposes at Kensington. M. F. Bonzano, general manager of the company, may be addressed at Chattanooga, Tenn.

Key West, Fla.—Auditorium.—Ben McLendon, Jerry J. Warren, Q. Charles Ball and others have incorporated the Key West Auditorium Association, with a capital stock of \$15,000, for the purpose of erecting an auditorium.

Kirkville, Mo.—Courthouse.—A petition has been filed asking for an issue of \$50,000 in bonds by the county for a courthouse. Address the county clerk.

Knoxville, Tenn.—Buildings.—E. F. Myratt, J. J. Craig and J. W. Manning will erect buildings to cost, respectively, \$6500, \$3300 and \$2600. George F. Barber & Co. have prepared plans.

Knoxville, Tenn.—Bridge.—A petition will be presented asking for the construction of a bridge across Beaver creek, to cost \$2500. Address the city clerk.

La Grange, Ga.—Bridge.—The covered bridge built by Troup county, recently reported as burned, will be rebuilt. E. H. Cunn can be addressed.

La Grange, Ga.—Bridge.—A. J. Boyd, clerk of the board of commissioners, will receive

bids until October 16 for the building of a lattice bridge across the Chattahoochee river.

Lexington, Va.—Courthouse.—Work has begun upon the county courthouse. The town clerk may be addressed for further particulars.

Logan, W. Va.—Building.—U. B. Buskirk will erect a \$6000 building. George F. Barber & Co., of Knoxville, Tenn., have prepared plans.

Louisville, Ky.—Business Block.—A permit has been issued to J. B. Speed for the erection of a four-story brick building.

Louisville, Ky.—Y. M. C. A. Hall.—The Young Men's Christian Association has, it is stated, purchased a new building, and will enlarge same by the erection of an auditorium, gymnasium, etc., at a cost of about \$50,000. W. M. Danner, secretary, can be addressed.

Manchester, Va.—City Hall.—Plans have been prepared for the remodeling of the city hall. City engineer can be addressed for information.

Miami, Fla.—Church.—Efforts are being made to erect a Catholic church. Joseph A. McDonald can be addressed for particulars.

Memphis, Tenn.—Hospital.—The city council will soon select a site for the proposed new hospital. Hon. W. L. Clapp, mayor, may be addressed.

Montgomery, Ala.—Jail.—Arrangements are, it is stated, being made for the enlargement of the Montgomery jail. Address the mayor.

New Orleans, La.—Permits have been issued to city of New Orleans for an engine-house to cost \$5433.50; to Mrs. L. R. Truven for a cottage to cost \$1100; to James McKeon for a two-story double cottage to cost \$1000; to Charles Willebard for a double cottage to cost \$1400.

New Orleans, La.—Schools.—A proposition will be presented to the city council providing for a loan from the McDonough school fund of \$50,000 to enable the city to rebuild two schoolhouses. Address the mayor.

New Orleans, La.—Telephone Buildings.—It is reported that the Great Southern Telephone & Telegraph Co. will erect buildings to cost about \$500,000 in all. A. W. Crandall, at New Orleans, is president of the company.

Newport News, Va.—Schools.—The city has passed the ordinance recommending an issue of \$35,000 of bonds for school purposes. It will be voted on. Address the mayor.

Norfolk, Va.—Hotel.—The building to be erected by the Monticello Hotel Co. will be 150x217 feet in size. The material will be pressed brick and stone, with tiled corridors and floors. It will be six stories high, have steam heat and electric lights, independent power and light plants, ice machines and elevators. The hotel will contain 230 rooms. Carpenter & Peebles, of Norfolk, are reported as architects, and D. Lowenberg, president of the company.

Norfolk, Va.—Hotel.—H. L. Page can give information in regard to the new hotel recently reported as to be erected at Wiltoughby Spit by Boston capitalists.

Piedmont, W. Va.—Building.—Dr. T. A. Cross contemplates the erection of a new building.

Port Lavaca, Texas.—Church.—The Methodist congregation are reported as to erect a new church. Address the pastor.

Portsmouth, Va.—Depot.—It is stated that the Seaboard Air Line has determined to build another freight depot on property which has recently been bought on the harbor. E. St. John, vice-president, may be addressed.

Richmond, Va.—Asylum.—The board of directors of the Richmond Male Orphan Asylum will hold a meeting to consider the rebuilding of that part of the asylum recently damaged by the storm.

Savannah, Ga.—Church.—The congregation of the Second Baptist Church have, it is stated, decided to rebuild its church; Rev. J. D. Chapman, pastor.

Savannah, Ga.—Warehouse.—The warehouse occupied by A. B. Hull & Co., destroyed in the recent storm, is to be rebuilt at once.

Shreveport, La.—Church.—Work has been commenced on the erection of the Church of the Holy Trinity; cost about \$30,000. Rev. J. B. Scharl can be addressed for information.

St. Louis, Mo.—Warehouse.—The Handlan Warehouse Co. has been incorporated by A. H. Handlan, E. W. Handlan, Leigh Moyle and others; capital stock \$25,000.

St. Louis, Mo.—Depot.—It is reported that a railroad depot may be erected on Broadway, in the city. The East End Improve-

ment Association is interested in the matter. J. K. Cummings is vice-president.

Tampa, Fla.—Residence.—Rev. J. B. Anderson will, it is stated, erect a large residence.

Thomasville, N. C.—Orphanage.—Work has begun on the new orphanage building. Rev. J. B. Boone may be addressed.

Toccoa, Ga.—Church.—The Methodists will erect at once a new brick church. Address the pastor.

Toccoa, Ga.—Church.—The congregation of which Rev. M. H. Dillard is pastor will erect a \$5000 brick church.

Winston, N. C.—Courthouse.—Mr. Hazen, of Cincinnati, Ohio, has, it is stated, secured the contract for the erection of the courthouse at Winston.

Washington, D. C.—Church.—The congregation of the Salem Baptist Church (colored) will, it is stated, rebuild its church recently demolished by the storm; Rev. S. Geriah Lamkins, pastor.

Washington, D. C.—Garbage Crematory.—Garbage Contractor J. N. Warfield has made application to Building Inspector Brady for a permit to build a Smith garbage crematory.

Washington, D. C.—Hospitals.—The District commissioners will consider the idea of constructing a hospital for contagious diseases at a cost of \$50,000; also one for the treatment of scarlet fever and diphtheria, to cost \$25,000.

Washington, D. C.—School.—It is stated that Columbus Thomas will secure the contract for building a public school on Congress Heights. The board of District commissioners may be addressed for further particulars.

Washington, D. C.—Office Building.—Appleton P. Clark has prepared plans for an office building. The building will be 23x120 feet, equipped with an elevator, steam heat and electric lights, bells and other appliances.

Washington, D. C.—Postoffice.—Proposals will be received at the office of Supervising Architect Wm. Martin Alken, Treasury Department, until October 28, for all the labor and materials required for the interior finish of the postoffice at Washington.

Washington, D. C.—Dwellings.—Architect Cole has prepared plans for a dwelling for Fred. Moner. E. Wolz has prepared plans for a dwelling for W. E. Wright. D. G. Ross has prepared plans for a dwelling for Charles H. Bradley. Joseph C. Johnson has prepared plans for a dwelling for R. A. Stargardt. George H. Hill will erect a two-story brick store and dwelling.

Washington, D. C.—Dwellings.—Daniel H. Kent, it is stated, contemplates the erection of a row of dwellings on D and E streets.

Water Valley, Miss.—Courthouse.—W. Chamberlin & Co., of Knoxville, Tenn., write the Manufacturers' Record that no architects have been employed for this building as yet, and that no requests for bids have as yet been made.

Way Cross, Ga.—Armory.—The Way Cross Rifles are reported as preparing for the erection of a \$3000 armory.

Way Cross, Ga.—Hotel.—L. Johnson will, it is stated, remodel the Southern Hotel.

Winchester, Va.—Church.—The M. E. Church South will, it is stated, erect a \$15,000 edifice. John Ray can be addressed.

RAILROAD CONSTRUCTION.

Steam Railways.

Barnwell, S. C.—The extension of the Greenwood, Anderson & Western road has been completed for six miles between Selvern and Batesburg, and six miles are graded. It is expected to complete the line to Batesburg by November 15. Thomas B. Lee is chief engineer.

Fredericksburg, Va.—The interest of English capitalists has been enlisted. It is stated, in the proposed road from Fredericksburg to Chesapeake bay, and work on the line may begin at an early date. B. H. Robinson, of Lancaster Court House, has been abroad in the interest of the project.

Jacksonville, Fla.—It is reported that the Florida Central & Peninsular Company will be obliged to rebuild about four miles of track in and near the city, damaged by the recent storm. E. Burwell, Jr., at Jacksonville, is chief engineer.

Rayne, La.—E. Daboval, Jr., secretary of the Central Louisiana Railroad Co., writes the Manufacturers' Record that the total distance to be covered by this line will be seventy-eight miles. It will extend from Palmetto Station, on the Texas & Pacific system, to Abbeville, La. Surveys have

been made for a distance of about forty-seven miles between Rayne and Crowley, La.

Selma, Ala.—It is reported that the Louisville & Nashville Company may extend its Pineapple division from Pineapple, Ala., to Hollinger's Landing, on the Escambia river near the Florida State line. R. Montfort, chief engineer, may be addressed at Louisville, Ky.

Thomasville, Ga.—It is stated that a road has been projected from Thomasville to a point near Carrabelle, Fla., and that Engineer C. E. Bennett, of Carrabelle, is now making surveys for the line.

Electric Railways.

Atlanta, Ga.—It is stated that the parties projecting the electric road between Atlanta and Marietta propose to use electric locomotives of a large size to haul the trains, and to construct a road to be laid with 70-pound steel rails and rock ballast. New York capitalists are said to be interested in the matter.

Baltimore, Md.—The Baltimore Traction Co. has completed the work of reconstructing its Druid Hill avenue system for the use of trolley motors, and this line is now being operated by electricity. It is about six miles in length.

Baltimore, Md.—Mr. N. Winslow Williams, one of the directors of the Montgomery Construction Co., writes the Manufacturers' Record that nothing will be done at present regarding the proposed electric road from Washington, D. C., to Tacoma Park. Mr. Williams's address is 508 Fidelity Building.

Baltimore, Md.—W. Kesley Schoepf, of Washington, D. C., receiver of the Maryland and Washington electric road, it is stated, will ask for permission to issue receivers' certificates to complete the road. It is a portion of the projected Washington and Baltimore line.

Daytona, Fla.—Frank E. Bond, of De Land, Fla., has secured a franchise for the electric road which he is promoting between De Land and Daytona, Fla.

Tampa, Fla.—The electric railroad built by the Consumers' Electric Light & Railway Co. has been completed and is in operation. It is about six miles in length.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Belting.—McDowell & Sons, Washington, S. C., wish to buy a second-hand belt sixteen inches wide and at least sixty-two feet long.

Bolt Header, etc.—W. K. Henderson, of Shreveport, La., is in the market for boiler-makers' rolls and shears; also bolt-heading machine.

Builders' Supplies.—Rev. M. H. Dillard, Toccoa, Ga., wants building material, such as lime, windows, doors, glass, etc., for a church to hold 500 people.

Derrick.—Lafferty's Mills, Crozet, Va., will buy a common derrick for lifting stone to the top of dam; are willing to rent one for a month.

Gins.—Roe Edwards, Columbus, Ga., will want cotton gins; also cotton press.

Grist Mill.—Roe Edwards, Columbus, Ga., will want a grist mill.

Hook-and-ladder Truck.—The city council of Union Springs, Ala., is about to purchase a hook-and-ladder truck for fire purposes. It may be addressed.

Hot-water-heating Plant.—The Citizens' Bank Block Co., of Chattanooga, Tenn., is ready to receive bids for a hot-water-heating plant for its building. The bids include steam fitting, boilers, etc. The company has prepared plans for the plant, and desires apparatus of the most improved pattern. G. N. Henson, president, may be addressed.

Lathe.—Messrs. Hopper & Schnell, Macon, Ga., are in the market for a second-hand lathe, 24-inch swing and 12-foot bed.

Laundry Machinery.—J. S. Roach, Lakeland, Fla., wants to buy steam laundry machinery.

Planer.—Messrs. Hopper & Schnell, Macon, Ga., are in the market for a 24x24 planer with a six-foot bed.

Planing-mill Machinery.—The Central Manufacturing Co., at Chattanooga, Tenn., is in the market for a double spindle shaper, a nine-inch molder and a light matcher. Manufacturers are requested to quote prices.

Proposals will be received at the office of Supervising Architect Wm. Martin Alken, Treasury Department, Washington, D. C., until October 13, for remodeling the machinery of the present hydraulic passenger elevator in the Winder Building.

Saw Mill.—Roe Edwards, Columbus, Ga., will soon be in the market for a small saw mill.

Water Pipe.—Roe Edwards, Columbus, Ga., will want about 500 feet of cast-iron water pipe.

Water Wheel.—Roe Edwards, Columbus, Ga., will soon be in the market for an over-shot or turbine water wheel.

Woodworking Plant.—Fort Worth Furniture Co. is in the market for a good second-hand plant for woodworking, including an excelsior machine. It may be addressed at Fort Worth, Texas.

A. N. Wood, of Gaffney, S. C., desires to correspond with parties who make iron fencing which can be placed on stone coping.

D. P. Holland, Atlanta, Ga., wants names and addresses of manufacturers of machines for making wire nails.

E. H. Lanier, Eureka Springs, Ark., desires to correspond with manufacturers of furnaces of all kinds; also manufacturers of grates for fireplaces.

Hopper & Schnell, of Macon, Ga., desire to obtain estimates on lathes, planers and other apparatus suitable for machine shop.

J. Ingersoll, Newport News, Va., desires to correspond with a company or firm which deals in parts of bicycles and makes a specialty of repair work.

L. E. Armentrout, Buena Vista, Va., wishes to correspond with parties making machinery for quarrying and sawing sandstone, and companies making mills for grinding marl for phosphate.

The Pee Dee Telephone Co., of Dillon, S. C., desires to correspond with manufacturers of apparatus for telephone exchanges.

TRADE NOTES.

Hill, Lloyd & Co., of Knoxville, Tenn., have decided to enlarge and improve their tinware plant, and have recently placed in position about \$10,000 worth of new machinery, much of which is run by electric motors. The firm intends to extend its present trade territory.

The Ruger Gas Engine Co., of Buffalo, N. Y., reports trade so good that they are running on full time with a large force of men. They can hardly keep up with orders. The engine made by this firm has been on the market but a little over a year. Wherever used, however, it has given much satisfaction.

The Manufacturers' Automatic Sprinkler Co. is desirous of corresponding with anyone interested in the subject of fire protection. It is introducing an improved system for the protection of buildings of all kinds, and an extended notice will be found in the advertising columns. All letters of inquiry may be addressed to E. L. Thompson, 136 Liberty street, New York, general manager.

In a letter to the Manufacturers' Record, H. G. Hall, of Shelby, N. C., writes that he recently shipped an automatic band machine and stretcher to Boston to fill an order which was unsolicited. Mr. Hall states that the order probably came through the fact that Northern millmen working in Southern plants have become acquainted with its merits and commended it to their Northern friends.

Modern Marine Machinery.

Complete outfits in either single or twin screw, side or stern paddle wheel machinery, built by Marine Iron Works, No. 9 Dominick street, Chicago. Catalog free.

Half-Fare to Washington, D. C., and Return.

On account of the annual encampment of the Union Veteran Legion, to be held at Washington, D. C., October 14-17, the B. & O. R. R. will sell excursion tickets to Washington at one fare for the round trip from all points on its lines. From Pittsburg, Wheeling, Parkersburg and points east thereof tickets will be sold October 12, 13 and 14, and be valid for return passage until October 25, inclusive.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

No advertisements but those of a financial character will be accepted for the following page.

A Prosperous Banking Company.

At the annual meeting of the Citizens' Banking & Trust Co., of Chattanooga, Tenn., G. N. Henson was elected president; Geo. W. Davenport, vice-president; R. C. Mason, secretary, and R. M. Chambliss, cashier. Although organized but eight years, the business of this bank has increased very rapidly, and it is one of the most prosperous in the South. In addition to declaring the usual semi-annual dividend of 3 per cent., a surplus, after paying all expenses, was added to its fund of undivided profits. Since its organization the bank has declared 54 per cent. in dividends, or over one-half of its capital stock, \$200,000. It is now making extensive improvements to its quarters.

Building Associations in New Orleans.

New Orleans is a centre of building associations, and at the recent annual meeting of the Louisiana League of Homestead Associations, reports were presented showing what an important factor they have been to the development of the towns in that State. According to these reports, there are nineteen of the homestead associations alone, with an authorized capital of about \$61,000,000, of which \$10,492,000 has already been subscribed. This is distributed among 6963 shareholders. The real estate actually owned by the associations represents \$101,000, while the amount of capital invested in mortgages is \$2,675,853, of which \$2,110,000 is invested in the city alone. The capital invested by the associations in other securities amounts to \$91,592, while the total assets aggregate \$3,182,469. Already these combined associations have paid shareholders \$1,503,600 in stock which is matured. The report shows that the associations in the State League are in an excellent condition financially, and that the outlook is very bright for them.

It should be remembered that of the amount invested in loans, over \$2,500,000, a large proportion has gone to build houses and business blocks in the city. This has been a direct benefit to the community. This League only represents a certain number of the associations doing business in New Orleans, and the others are said to be in equally good condition. M. Williams has been elected president of the League; T. J. Rapier and N. B. Roverts, vice-presidents; John E. Huffman, secretary, and J. H. Kostmayer, treasurer.

New Corporations.

The Progressive Investment Co. has been organized at Charleston, S. C., with a capital of \$5000.

The Tennessee River Farmers' Mutual Life Insurance Co. has been organized at Knoxville, Tenn., by J. D. Dixon, C. P. Morris, S. W. Rutledge and others.

At St. Louis, Mo., Henry Hegel, J. J. Fink, Frederick Schult and others have incorporated the Spring Grove Investment Co., with a capital stock of \$16,000.

The Domestic Building and Loan Association has been chartered to do business at Charleston, S. C. T. T. Hyde and B. G. Rhett are among those interested. The capital is \$150,000.

The Owners' Mutual Livestock Insur

ance Association has been formed at Washington, D. C., by J. M. McCauley and others. J. M. McCauley is president; N. J. Dutton, vice-president, and G. Riding, treasurer.

The United States Trust Co. has been organized at Baltimore, with a capital of \$100,000. Thos. S. Hodson, G. Lloyd Rogers and Arthur T. Selden are among the directors. This company is independent from the United States Trust & Fidelity Co., of which Hon. Frank Brown is president.

New Securities.

Dillon county, South Carolina, is considering the idea of issuing about \$12,000 in bonds to build a new courthouse.

The Houston (Texas) Post Publishing Co. has decided to issue \$30,000 in 6 per cent. bonds to pay for new equipment and for other purposes.

The city of Newport News will hold an election on November 3 to consider the idea of issuing \$30,000 in school bonds. Hon. A. A. Moss, mayor, may be addressed.

The Howard-Harrison Iron Co., of Bessemer, Ala., has taken \$70,000 worth of 5 per cent. bonds issued by the city of Jacksonville, Fla., for water-works purposes.

Dividends and Interest.

The Louisville (Ky.) Trust Co. has declared a quarterly dividend of 2 per cent.

The Old Town Bank of Baltimore has declared a semi-annual dividend of 4 per cent.

The National Marine Bank of Baltimore has declared a semi-annual dividend of 3 per cent.

The Farmers' National Bank of Annapolis, Md., has declared a semi-annual dividend of 3 per cent.

The Columbia Finance & Trust Co., of Louisville, Ky., has declared a quarterly dividend of 2 per cent.

The Virginia-Carolina Chemical Co., of Richmond, Va., has declared a quarterly dividend of 2 per cent.

The Union Bank & Trust Co., of Macon, Ga., has declared a semi-annual dividend of 3½ per cent.

The Old Dominion Building and Loan Association, of Richmond, Va., has declared a dividend for the six months ending October 1.

Interest on the first preference income bonds of the Central of Georgia Railway Co., amounting to 1½ per cent., are being paid by the Citizens' Bank, of Savannah, Ga.

The Mercantile Trust & Deposit Co., of Baltimore, has paid interest due October 1 on bonds of the Catonsville Water Co., South Bound Railroad, town of Wytheville, Va.; Trinity College, of North Carolina; county of Durham, N. C.; city of Norfolk, Va.; city of Asheville, N. C.; Seaboard Air Line and Monongahela River Railroad. The National Bank of Baltimore has paid interest on bonds of the Blue Ridge Hotel Co.

Financial Notes.

Henry W. Myer has been elected vice-president of the Arkansas National Bank, of Hot Springs, Ark., succeeding W. J. Little.

GENERAL NOTES.

Brief Mention of Various Matters of Current Interest.

The Hercules Pipe Foundry, of Anniston, Ala., which has been shut down for several weeks, has been placed again in operation, several orders having been received.

Charles Clark & Co., of Galveston, Texas, will probably secure the work of

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building a jetty at the mouth of the Calcasieu river, in Louisiana. Engineer Quinn, of the United States Army, office at New Orleans, has recommended this concern to do the work.

The shipments of grain to Mobile for export continue in large quantities. The latest report from that city is to the effect that nearly 200 carloads have been discharged within a few days. At one time recently four steamships were in port loading grain for Europe and Mexico.

Mr. H. F. J. Porter, general Western sales agent of the Bethlehem Iron Co., will read a paper on "Steel Forgings" before the Western Society of Engineers at its regular monthly meeting to be held on the evening of October 7 in the auditorium of Armour Institute, Chicago. This paper will be illustrated by lantern slides descriptive of modern methods of making miscellaneous forgings, armor-plate, guns, etc., and will explain the merits of fluids, compressed steel, and of hollow-forged shafts and similar forgings.

The recent building of the Kansas City, Pittsburg & Gulf Railroad into Polk county, Arkansas, and a consequent ex-

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Gives security for Executors, Administrators, Trustees, Receivers, officers of Banks, Corporations, Lodges and Societies, Contractors, Clerks, Messengers, Conductors, Motormen, and all other employees, etc.

GUARANTEES THE FULFILLMENT OF CONTRACTS.

amination by prospectors connected with the railroad of the manganese deposits in this county, have revealed the fact that they are very much more valuable and extensive than had heretofore been supposed. A report by the State geologist of Arkansas, made in 1890, on this district rather discredits the quantity and the quality of these deposits, but a careful and systematic examination of portions of this district does not confirm the State geologist's report. It is learned now on good authority that in place of the deposits being merely pockets of manganese, beds have been found of the formation, and veins extending over the county for many miles are easily traceable by the ordinary prospector; that they vary in width from four inches to six feet, and that the quantity is practically inexhaustible. The quality of this manganese is, in some cases, very high. The ore was supposed to be associated with iron and phosphorus. Deposits have, it is said, been found of almost pure mineral, suitable not only for steelmaking, but for fine glass-making also.

TRADE NOTES.

H. E. Collins & Co. have changed the address of their New York office to 145 Taylor Building, instead of Havemeyer Building.

One of the concerns which appears to be but little disturbed by the political agitation throughout the country is the Ball Engine Co., of Erie, Pa. On account of recent orders it is stated that this company has more work ahead than at any time since 1802, and is now running overtime with full force. There is considerable inquiry from foreign countries for the work of this concern, and it has received several recent orders from these sources.

The Lidgerwood Manufacturing Co., 96 Liberty street, New York, has opened a branch office at New Orleans, in the Hennen Building, in charge of Mr. J. H. Dickinson, C. E., a member of the "Hoo-Hoo" Society, who has been identified with the manufacture and sale of hoisting and conveying machinery for the past six years. Mr. Dickinson has also gotten out various patented appliances and improvements for logging by steam, and goes to New Orleans for the purpose of securing the more extensive use of Lidgerwood machinery and improvements for logging.

JOHN L. WILLIAMS & SONS, BANKERS,
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It would pay every town and every property-owner and agent in the South to advertise in the "Southern States" magazine. It is published by the Manufacturers' Record Publishing Co., Baltimore, Md.

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PROPOSALS.

UNITED STATES ENGINEER OFFICE, 9 Pleasant Street, Baltimore, Md., September 25, 1896. Proposals for building a mortar battery at North Point, Md., will be received until noon, October 26, 1896, and then opened. For information apply to PETER C. HAINS, Col. Engineers.

TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., September 25, 1896.—Sealed proposals will be received at this office until 2 o'clock P. M. on the 27th day of October, 1896, and opened immediately thereafter, for all the labor and materials required for an external drainage ditch in the U. S. Courthouse, Custom house and Postoffice building at Omaha, Neb., in accordance with the drawing and specification, copies of which may be had at this office or the office of the Superintendent at Omaha, Neb. Each bid must be accompanied by a certified check for a sum not less than two per cent. of the amount of the proposal. The right is reserved to reject any or all bids and to waive any defect or informality in any bid should it be deemed in the interest of the Government to do so. All proposals received after the time stated will be returned to the bidders. Proposals must be enclosed in envelopes sealed and marked, "Proposal for External Drainage Ditch for the U. S. Courthouse, Custom-house and Postoffice at Omaha, Nebraska," and addressed to WM. MARTIN AIKEN, Supervising Architect.

TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., September 25, 1896.—Sealed proposals will be received at this office until 2 o'clock P. M. on the 28th day of October, 1896, and opened immediately thereafter, for all the labor and materials required for the interior finish of basement, first story, etc., of the U. S. Postoffice, Washington, D. C., in accordance with drawings and specification, copies of which may be had at this office or the office of the Superintendent at Washington, D. C. Each bid must be accompanied by a certified check for a sum not less than two per cent. of the amount of the proposal. The right is reserved to reject any or all bids and to waive any defect or informality in any bid should it be deemed in the interest of the Government to do so. All bids received after the time stated will be returned to the bidders. Proposals must be enclosed in envelopes, sealed and marked, "Proposal for the Interior Finish, etc., for the U. S. Postoffice, Washington, D. C.," and addressed to WM. MARTIN AIKEN, Supervising Architect.

TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., September 25, 1896. Sealed proposals will be received at this office until 2 o'clock P. M. on the 23d day of October, 1896, and opened immediately thereafter for all the labor and materials required for the low pressure, return circulation, steam heating and ventilating apparatus for the U. S. Postoffice, Courthouse and Custom-house building at Newbern, N. C., in accordance with the drawings and specification, copies of which may be had at this office or the office of the Superintendent at Newbern, N. C. Each bid must be accompanied by a certified check for a sum not less than two per cent. of the amount of the proposal. The right is reserved to reject any or all bids and to waive any defect or informality in any bid should it be deemed in the interest of the Government to do so. All proposals received after the time stated will be returned to the bidders. Proposals must be enclosed in envelopes, sealed and marked, "Proposal for the Heating and Ventilating Apparatus for the U. S. Postoffice, Courthouse and Custom-house Building at Newbern, N. C.," and addressed to WM. MARTIN AIKEN, Supervising Architect.

TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., September 25, 1896.—Sealed proposals will be received at this office until 2 o'clock P. M. on the 29th day of October, 1896, and opened immediately thereafter, for all the labor and materials required for the stone and brickwork, roof covering and interior finish above second story (except plumbing, gas piping, heating apparatus, elevators and electric wiring) of the U. S. Appraiser's Warehouse at New York, N. Y., in accordance with drawings and specification, copies of which may be had at this office or the office of the Superintendent at New York, N. Y. Each bid must be accompanied by a certified check for a sum not less than two per cent. of the amount of the proposal. The right is reserved to reject any or all bids or to waive any defect or informality in any bid should it be deemed in the interest of the Government to do so. All proposals received after the time stated will be returned to the bidders. Proposals must be enclosed in envelopes, sealed and marked, "Proposal for Stone and Brickwork, Roof Covering and Interior Finish, etc., for the U. S. Appraiser's Warehouse at New York, N. Y.," and addressed to WM. MARTIN AIKEN, Supervising Architect.

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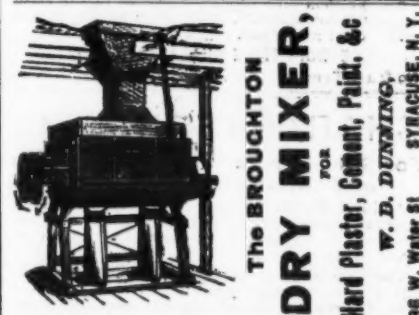
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Choice fruits and early vegetables always bring good prices, especially if placed on the market of the world when other sections of the country are frozen up.

If you want to enjoy perfect health and live where all the conditions of life are most favorable, then seek the Coast Country of Southwest Louisiana, of which the town of CROWLEY is the centre.

A FINE STOCK COUNTRY, RICH FRUIT LANDS well adapted to the growing of Hay, Oats, Corn, Cotton, Rice, Sugar-cane and all of the semi-tropical fruits. The opportunities that are there offered are fast being taken up. If you will write to

W. W. DUSON & BRO.

CROWLEY, LA., they will send you a map of this section and their new book, "Come and See," which will furnish you full information about this favored land.

Managers of mills, factories, furnaces, mines, etc., and parties starting manufacturing enterprises and needing machinery or supplies of any kind will find it profitable to consult the advertising columns of the Manufacturers' Record. Its pages contain names of the best houses in the country among manufacturers of and dealers in machinery and mill supplies.

How to Secure Settlers

From the North and West.

THE SOUTHERN STATES Magazine is almost daily in receipt of letters from its advertisers, in which something is said about the large volume of correspondence the SOUTHERN STATES is bringing them. It is noteworthy that hardly ever does an advertiser write a letter on any subject, whether it be to order a renewal of his contract, to send check for his bill, to make a change in his advertisement, or for any other purpose, that he does not take occasion to give expression in some way to the fact that the results from his advertisement have been much greater than he had expected. Below are given extracts from some that have lately come in.

MESSRS. W. W. DUSON & BRO.,
Crowley, La.

"It may be both interesting and useful to you to know that the advertisement we ordered inserted in the SOUTHERN STATES as an experiment, with some doubt as to its possible profitability, has proved one of the most successful and satisfactory experiments we have ever made. Although the advertisement has been in only two issues, we have been amazed at both the number of letters it has brought us and the wide range of country they come from. We have received letters mentioning our advertisement in the SOUTHERN STATES from, we might say, nearly every State in the Union. We consider the cost of the advertisement insignificant in comparison with the benefit it has been to us."

MR. H. W. WILKES,
Louisville, Ky.

"The results of my advertising with you are very gratifying. Scarcely a mail comes without inquiries or orders, in which the SOUTHERN STATES is mentioned. I enclose another advertisement and remittance for same."

MESSRS. PANNILL BROS.,
Norfolk, Va.

"We have within the past two years made quite an outlay in advertising, and we can truthfully say that the SOUTHERN STATES exceeds by far anything we have ever tried. In fact, so far as we can learn, it is the only medium that has ever brought us any returns. We have now under advisement several matters brought about through answers to our advertisement in your paper, any one of which will pay us many times over the cost of the advertisement."

MR. J. WALTER HOSIER,
Suffolk, Va.

"I have never had so many correspondents from any one advertisement in all my life. It is remarkable what good you are doing."

From an editorial in the Florence (Ala.) Herald:

"We are informed by Mr. Thurston H. Allen, of the Van Buskirk-McCafferty Company, that his company inserted a small advertisement in this magazine [SOUTHERN STATES] for the months of September and October and had over 500 inquiries from farmers in the North and Northwest."

The SOUTHERN STATES Magazine is devoted to the Immigration, Real Estate and Agricultural Interests of the South.

For Advertising Rates address
SOUTHERN STATES MAGAZINE,
Baltimore, Md.

FOR SALE.

Works of the Phosphate Mining Co., Limited

Under order of the
United States Circuit Court for the District of
South Carolina.

The valuable piece of property, being the works of the Phosphate Mining Co., Limited, generally called Brotherhood's, situated about 1 1/4 miles from Port Royal, S. C. Consisting of about 24 acres, more or less. Having a river frontage on Battery Creek of 971 feet, with fine wharves, etc. Convenient for loading ocean steamers (have from this point carried down steamers loaded to 21 ft. 6 in.) The Port Royal & Augusta Railroad passes through the property and has suitable switch conveniently located.

On property is fine large open shed some 240 feet by 70 feet, brick piers, with three railroad tracks overhead. Other desirable warehouse buildings, with overhead railroad trestles from wharves, boiler-house, etc. Desirable dwelling-houses and outhouses. Fine artesian well and large brick cisterns.

A most desirable site for Cotton Mill, Manufacturing, Warehouse purposes, Ocean Shipments.

For particulars apply to

F. BROTHERHOOD, Receiver,

53 Hayne Street, CHARLESTON, S. C.

To Dredging Contractors.

For sale under order of United States Circuit Court for South Carolina.

The powerful elevator dredge John Kennedy, recently in use dredging South Carolina river phosphate rock.

Can be readily converted for ordinary dredging purposes, working in from 10 feet to 42 feet of water.

Especially constructed for dredging very hard material. Can be seen at Phosphate Mining Co., Limited, works near Port Royal, S. C.

For particulars, etc., apply to

F. BROTHERHOOD, Receiver,

53 Hayne Street, CHARLESTON, S. C.

FOR SALE.

Under order of the
United States Circuit Court for the District of
South Carolina.

A number of 120-ton LIGHTERS, very strongly built and in good condition.

One Roots No. 10 Blower; belt driven; nearly new; 12 inches outlet.

One Lucigen Light Apparatus complete, consisting of burner, air compressor and air and oil tank; very useful to contractors.

One Williamson Friction Hoisting Engine.

One Steam Crane to lift three ton; radius of lift 15 feet.

One Steam Travelling Crane to lift ten ton; radius of lift variable up to 20 feet; gauge of track 6 feet; complete, with boiler and water tank.

One Blake Steam Pump, 10x12x12; suction 6 inch, discharge 4 inch.

One Blake Steam Pump, 4 1/2x3 1/2x8; suction 1 1/2 inch, discharge 1 inch.

One Phosphate Rock Tub Washer, complete, with shafting, gears, etc., and duplicates.

A quantity of first-class second-hand Chain, 3/4 to 1 1/2 inch.

Two Steel Cylinder Washers for phosphate rock, complete, with rollers and gearing.

Two pair of powerful Crusher Rolls for phosphate rock, complete, with pulleys and gearing.

Two Direct Acting Steam Elevators, with carriage, etc.; steam cylinder 15 inch by 17 feet 9 inch lift, and steam cylinder 20 inch by 16 feet 9 inch lift.

Pile Driver Frame, 1800-pound hammer and fixings.

Punching Machinery, one H. C. Pond Co.'s make, one Watson & Stillman, No. 5.

Artesian Well Tools, Platform Scales from 200 pounds to 16,000 pounds.

Eight good Rock Field Cars, 3 foot gauge; two Dumping Frames for ditto.

Dry Shed Side Dumping Cars, 3-foot gauge, Shafting, Pulleys, etc.

Assorted Piping and Fittings, etc.

Steam and Water Hose and valuable Tools, Materials, etc., etc.

For particulars apply to

F. BROTHERHOOD, Receiver,

53 HAYNE STREET, CHARLESTON, S. C.

Bargains in Machinery FOR IMMEDIATE DELIVERY



High-Grade Machine TOOLS. Engines, Boilers and Wood-Working MACHINERY.

31 N. SEVENTH STREET, PHILADELPHIA, PA., U.S.A.
AT YOUR SERVICE, GENTLEMEN!

SECOND-HAND MACHINERY.

One Iron Planer, 60x60 in. x 22 ft.
One Iron Planer, 50x50 in. x 10 ft.
One Iron Planer, 24x24 in. x 5 ft.
One Iron Planer, 5 ft. x 26x24 in., New Haven, and various other sizes.
One Engine Lathe, 29 in. x 15 ft., Fitchburg.
One Engine Lathe, 33 in. x 18 ft., L. W. Pond.
One Engine Lathe, 15 in. x 6 ft., D. W. Pond.
One Putnam Lathe, 14 ft. x 30 in. swing.
One 18 ft. Pit Lathe.
and various other sizes.
One 28-in. B. G. Self-feed New Haven Drill.
One 36-in. Back Geared Drill.
One 200-lb. Ferris & Miles Steam Hammer.
One 700-lb. Eureka Steam Hammer.
One 60-lb. Bradley Helve Hammer.
One 50-lb. Dieneit Spring Hammer.
One 350-lb. Steam Hammer.

NEW YORK MACHINERY DEPOT, 178 Bow., N. Y.

FOR SALE.

Two pairs 4 1/2 feet Burrs.
One pair 4 1/2 feet Cocalico Stones.
One 4-inch Lefel Water Wheel.
Cob crusher, shafting, and all other machinery in a mill, also 108 acres of good land.
Will sell on easy terms.

J. B. PRESTON,
BELAIR, HARFORD COUNTY, MD.

FOR SALE CHEAP.

A Blake Stone CRUSHER,
Opening 10x20 inches, also
A Sturtevant GIANT MILL,
A Pulverizer.

Address
F. H. KENNEDY,
ASHEVILLE, N. C.

LOOMS

FOR SALE.

51 Crompton single box, 40 1/2 inch reed space, and 9 English Clipper, 40 inch reed space. Looms for sale. For particulars apply to

THE BERKSHIRE MFG. CO., Ltd.
Church Street, FRANKFORD, PA.

CORLISS

And other Automatic Engines, also Automatic High-speed Electric-light Engines, Slide-valve Engines, Boilers, Pumps. Send for catalogue.

GEO. M. CLAPP, 74 Cortlandt St., New York.

BARGAINS IN NEW AND SECOND-HAND MACHINERY
Large stock of Corliss, Automatic and Slide Valve Engines up to 1000 horse-power. Also large stock of Boilers, Pumps, Feed Water Heaters, Shapers, Drill Presses, Milling Machines and Steam Hammers, Air Compressors and Wood-working Machinery. Also large stock of Electric Dynamos up to 600 light, and Motors of all sizes. Machinery bought, exchanged or sold on commission. Let me know your wants. FRANK TOOMEY, 131 N. Third St., Philadelphia, Pa. Warehouses, 159 Canal and 980 Beach streets.

Dynamos and Motors

100 (SECOND-HAND) FOR SALE.

WRITE FOR LIST.

Repairing. Factory open day and night.

Cheley Electric Co., - Hoboken, N. J.
Havemeyer Bldg., New York City.

FOR SALE CHEAP.

Incandescent DYNAMOS.

1 50-light Edison, 1 50-light Kester, 1 60-light United States, 1 75-light Mather, 1 90-light Mather, 1 110-light Westinghouse, 1 125-light United States, 1 150-light Mather, 1 165-light Royal, 1 180-light Westinghouse, 1 225-light Mather, 1 250-light United States, 1 325-light Jenny, 1 360-light United States, 1 425-light Westinghouse, 1 450-light Edison, 1 500-light Thomson-Houston, 1 500-light Western Electric, 1 540-light Edison, 1 800-light Thomson-Houston, 1 1000-light Standard Multipolar. For complete list see our monthly BARGAIN SHEET, mailed on application; also Arc Dynamos, Motors, Power Generators, etc.

CHAS. E. GREGORY CO.,
640 S. Jefferson St., CHICAGO

LATHES

FOR

Immediate Delivery.

20 in. swing, with	6, 10 and 12 ft. bed.
22 " " "	8, 10 " 14 " "
26 " " "	16, 20 " 26 " "
30 " " "	14, 18 " 24 " "
40 " " "	16, 22 " 27 " "
50 " " "	18 and 28 " "

2d-hand 50x25 lathe with taper attachment. One of each.

Send for cuts and prices.
We have in stock constantly, all parts of lathes from 17 to 64 inch swing, except beds, so that we are prepared to furnish at short notice anything desired.

FIFIELD TOOL CO.,
Lowell, Mass.

NEW HARRIS-CORLISS ENGINES

FOR SALE.

1-14x36 Cylinder Engine.....	Left-hand
1-14x42 Cylinder Engine.....	
1-16x36 Cylinder Engine.....	Left-hand
1-16x42 Cylinder Engine.....	Left-hand
1-18x42 Cylinder Engine.....	Right-hand
1-20x42 Cylinder Engine.....	Left-hand
1-20x48 Cylinder Engine.....	Left-hand
1-22x48 Cylinder Engine.....	Left-hand
1-24x48 Cylinder Engine.....	
1-26x60 Cylinder Engine.....	

ASSIGNERS:

Wm. A. Harris Steam Engine Co.
PROVIDENCE, R. I.

MACHINERY FOR SALE.

Engines, Boilers, Pumps, Belting, Shafting, Pulleys and Hangers, Hand Punches and Shears, Emery-wheels, Blowers and Exhaust Fans, Steam Radiators, Portable Forges, Anvils and Vises, Steam Pipe (all sizes), Iron Tanks and Kettles, Drill Presses (hand and power), Engine Lathes (foot or power), Wood Lathes, Boring Machines. We want to buy machinery of all kinds. ENTERPRISE MACHINE WORKS, 412 West Liberty Street, Cincinnati, Ohio.

ROLLING MILL

With Blooming, Billet and Rail Mills.

STEEL WORKS with Bessemer and Open Hearth Furnaces

FOR SALE.

THOS. CARLIN'S SONS,
100 Lacock St., Allegheny, Pa.

FOR SALE.

Punches and Shears.

One 41-in. Geared Shear, with engine, and one 8x12 Erie Engine, second-hand. Also a number of Punch and Shearing Machines, Small Rolls, etc. Write for prices. Address

WAIS & ROOS PUNCH AND SHEAR CO.
Cincinnati, Ohio.

ROBT. S. ARMSTRONG & BRO.

Dealers in all kinds of

Old Iron and Metals,

also SECOND-HAND MACHINERY.

Atlanta, Ga.



Machinery

FOR SALE

CHEAP FOR CASH.

HOISTING Engines, Air Compressors, Rock Drills, Rock Crushers, Dump Cars, Channelling Machines, Steam Pumps, Steam Shovels, Light Locomotives, etc., all in good condition.

WILLIS SHAW,

506 N. Y. Life Building, CHICAGO.

FOR SALE.

One pair New Stern Wheel Marine Poppett Valve Engines.

Diameter of cylinders 8 in. x 24 in. stroke, with link motion. Steel crank shaft 4 in. diameter, 14 feet, C. to C. Crank pins, wrought cranks and three wheel centres, 43 in. diameter, for thirteen wooden arms. Substantially built. Drawings sent on application.

J. S. SCHOFIELD'S SONS & CO.
MACON, GA.

EDWARD J. ETTING,

Iron Broker and Commission Merchant,
222 South 3rd St., Philadelphia, Pa.

Storage Yard, Old Navy Yard.

Negotiable Warehouse Receipts Issued.
Agent UNION MINING CO.

Manufacturers of

"Mount Savage" FIRE BRICK.

Representing

MATTHEW ADDY & CO., Cincinnati, Ohio,
PIG IRON.

IRON and STEEL of every description Bought & Sold.

FOR SALE.

Several Engines, Planers and Matchers.
Full line of Sash, Door and Blind Machinery, and a new Lodge & Davis 15-in. Shaper.

Boiler and Engines for Steam Tugboat with 29-in. propeller wheel.

Machinery all guaranteed to be in first-class running order.

Will take pay in Lumber and Shingles.

Address

P. O. BOX No. 327,
CHATTANOOGA, TENN.

HILL, CLARKE & CO.

Boston and Chicago.

Machinery for Machine Shops.

Send for catalogue of

Second-Hand Machinery.

156 OLIVER ST., BOSTON.

14 S. CANAL ST., CHICAGO.

BUYERS

of Machinery, Tools,
Mining and Manufacturing
Supplies, can find
anything they need by
referring to the
advertising pages of the
MANUFACTURERS' RECORD.

SELLERS

of anything that is required
by Machinists,
Foundrymen, Iron
Manufacturers, Coal and
Iron Ore Miners,
Textile Manufacturers,
Woodworkers and
Artisans of every class can
reach more customers
through the
MANUFACTURERS' RECORD
than in any other way.
BALTIMORE, MD.

SECOND-HAND RAILS.

If you have any old rails—either in good condition to relay, or if only fit to be used as scrap—advise us; we buy both kinds.

ROBINSON & ORR,

419 Wood Street, PITTSBURG, PA.

RELAYING RAILS.

Relaying Rails.

Second-hand equipment and light new Steel Rails.
L. K. HIRSCH, 549 Rookery Bldg., Chicago.

RAILS and EQUIPMENT.

600 tons 45-lb. STEEL T RELAYING RAILS, with angle bars.
One Baldwin 16x24 MOGUL LOCOMOTIVE.
One Baldwin 14x22 4-WHEEL " "
One 50-ft. and one 45-ft. PASSENGER COACH, Atlanta inspection. For sale by
SOUTHERN IRON & EQUIPMENT CO., Atlanta, Ga.

FOR SALE.

About 300 tons of good relaying 40-lb. Steel Rails, with splices, at Kingsmountain, Ky. Address

JOS. JOSEPH & BROS.,
CINCINNATI, OHIO.

FOR SALE.

Relaying Steel T Rails of all weights and in lots to suit, also Logging Locomotives and Logging Cars of all types and gauges. Before purchasing, write us for Catalogue of Railway Equipments, also for quotations on rails. We buy complete logging railroads when through logging.

M. MITSHKUN & CO.

806 Chamber of Commerce, Detroit, Mich.

RAILS.

300 Tons 25-lb. Steel Relaying Rails in Michigan.
150 Tons 36, New York.
500 Tons 65, Buffalo.
300 Tons 60, Buffalo.

R. L. GINSBURG & SONS,

Detroit, Mich., Buffalo, N. Y.

WM. MINNIGERODE, Lynchburg, Va.

Rails, Fastenings,
Locomotives, Cars,
Engines, Boilers,
Pumps, Piping, etc.

NEW AND SECOND-HAND. Write for prices.

RAILROAD EQUIPMENT for Sale

Relaying Rail and Splices,
Locomotives, Coaches and Freight Cars.

HICKMAN, WILLIAMS & CO.
LOUISVILLE, KY.

Relaying Rails.

9000 tons 56-lb. Steel Relaying T Rails with Splices, convenient for delivery Virginia, West Virginia, the Carolinas and all Southeastern coast points.

1400 tons 56-lb. Steel Relaying T Rails with Splices, been used but two years, convenient for delivery Alabama, Georgia, Louisiana and Interior Southern Points. All above in first class condition. Forty miles 35-lb. Steel Relaying Rails with angle plates, for Southern points.

ISAAC JOSEPH IRON CO.,

CINCINNATI, OHIO.

Relaying RAILS.—We offer for sale:

50 tons 35-lb. relaying Steel Rails and plates.
350 tons 30-lb. relaying Steel Rails and plates.
125 tons 25-lb. relaying Steel Rails and plates.
60 tons 25-lb. relaying Iron Rails and plates.
160 tons 20-lb. relaying Steel Rails and plates.
50 tons 16-lb. relaying Iron Rails and plates.
15 tons 12-lb. relaying Iron Rails and plates.

Seven Narrow Gauge Locomotives; one Standard Gauge Mine Locomotive, weighing about six tons; one Standard Gauge Locomotive, weighing about thirty tons; ten Standard Gauge Box Cars; ten Standard Gauge Flat Cars.

Write us for prices and terms.

SMITH & KILBY CO., Anniston, Ala.

STEEL RAILS

And Track Material complete for Logging and Mining Roads and Industrial Enterprises on the

Instalment Plan. Payment, cash margin 25 per cent.
Balance Monthly for 24, 36 or 60 Months.

ALSO
LOCOMOTIVES On Same Terms.
AND CARS

THE Second-Hand RAILS Purchased.
STEEL RAIL SUPPLY CO.
HUMPHREYS & SAYCE, Mgrs., 100 Broadway
We have no Agents. NEW YORK.

FOR SALE

110 tons of 35 lb. steel tee rails, with fish plates and spikes for same; also 3 ft. gauge locomotive and 6 flat gondola cars. Address

M. FOG,
308 Walnut Street, PHILADELPHIA, PA.

For Sale Cheap.

3 36-in. Gauge Locomotives.
48 36-in. " Freight Cars.
3 36-in. " Passenger Coaches.

DAVIS, KELLY & CO., Louisville, Ky.

FOR EXCHANGE.

A 30-ton Hinckley Locomotive
Westinghouse Air Brakes on tender and drivers, standard gauge, for a 15 or 18-ton four-wheel saddle-tank locomotive.

Offers to sell or purchase invited.
Address

JACKSON RAILROAD CO.
JACKSON, LA.

LOCOMOTIVES

We have on hand at our shops a large lot of good Locomotives all styles and sizes, thoroughly overhauled and in first-class condition ready for service. Will sell at wonderfully low prices. Also Boilers, Engines, Pumps, etc.

Address **POULTER & CO.**
Bullitt Building, - PHILADELPHIA, PA.

LOCOMOTIVES FOR SALE AND TO RENT.

One new ten-wheel freight engine, six-wheel connected, built by Cooke Locomotive Works, weight 52 tons.
To rent—Two Baldwin passenger engines. All standard gauge and in first-class condition.
Address
CHATTANOOGA SOUTHERN R. R. CO.
Chattanooga, Tenn.

FOR SALE RELAYERS.

DALLETT & CO.

201 Walnut Place, PHILADELPHIA.
Buyers of Scrap Iron and Steel. Sales agents for Pioneer Mining & Mfg. Co. of Alabama, Bar Iron. High grade North Carolina Ores.

FOR SALE.

EIGHT MILES 30-lb. STEEL RAILS, as good as new.
One Standard Narrow Gauge Locomotive.
" " " " Passenger Coach.
" " " " Combination Coach.
Two " " " " Box Cars.
" " " " Flat Cars.

SABEL BROS., JACKSONVILLE, FLA.

FOR SALE.

RAILS and ROLLING STOCK

2000 tons 30, 35 and 60-lb. Steel Relaying T Rails.
10 BOX } Coal Cars 40,000 pounds capacity;
10 FLAT } Standard Gauge; good condition.
10 COAL }
Also lot Narrow Gauge Engines and Cars.
Call on or write

BLOCK-POLLAK IRON CO.
CINCINNATI, OHIO, or CHICAGO, ILL.
We are always in the market to buy Relaying Rails and Scrap Iron of all kinds for cash.

NEW and RELAYING TEE RAILS FOR SALE.

About 135 tons new 35-lb. Steel Tee Rails, N. Y. delivery. About 250 tons new 40-lb. Steel Tee Rails and Angle Joints, Pittsburgh delivery. About two miles relaying 20-lb. Steel Tee Rails, Northern N. Y. delivery. About 35 tons of relaying 25-lb. Steel Tee Rails, South Carolina delivery.

THE STEEL RAIL SUPPLY CO.
100 Broadway, NEW YORK, N. Y.

If you want to reach the possible land buyers and investors in the North and West who are thinking of locating in the South, advertise in the *Southern States* magazine, published by the Manufacturers' Record Publishing Co., Baltimore, Md.

"THE WELLS LIGHT"

WALLWORK & WELLS' PATENTS.

800 to 2,000 Candle Power from Kerosene Oil.
PORTABLE. SELF-CONTAINED. AUTOMATIC.
UNAFFECTED BY WEATHER.



The Wells Light Mfg. Co.,
44 Washington St., N. Y. City.

Gentlemen:—In reply to yours of the 28th inst., we take pleasure in saying that we used the Wells Light on the Third avenue and Broadway cable construction, and found them in every way satisfactory.
We can cheerfully recommend them to contractors. They have at all times given us satisfaction, and enabled us to perform work which would not have been possible without their use.
Very truly yours,
J. D. & T. E. CRIMMINS.

ESPECIALLY adapted for Contractors, Quarries, Shovels, Railroad Construction, Dredges, Bridge and Dock Builders, Water Works, Brick Yards and Coal Docks.

400 Railroads and over 300 Contractors now Use the
WELLS LIGHT.

WELLS LIGHT MFG. CO.

EDWARD ROBINSON, Sole Proprietor,
Cor. Washington and Morris Sts. NEW YORK.

SEND FOR CIRCULAR.

Either for Cash **SPECIAL SALE** Or on Easy Terms.

Excellent Lot of

HEAVY PASSENGER and FREIGHT LOCOMOTIVES

and First-Class

PASSENGER, COMBINATION and FREIGHT CARS

Selected by our own experts from amongst some of the finest lots of Second-hand Equipment that have ever been offered by any of the Leading Trunk Lines of this country. The larger part of the Passenger Cars are Equipped with Four and Six-Wheeled Trucks, Westinghouse Air Brakes, Janney and Miller Couplers, Flush Seats, Spear Heaters, Bronze Trimmings and all modern Improvements. For Specifications, Photographs, Prices and Terms address—

NEW YORK EQUIPMENT CO., 80 Broadway, N. Y.

The BETHLEHEM IRON CO.

SOUTH BETHLEHEM, PA.

STEEL RAILS, CRANKS, HOLLOW SHAFTING, ROLLS, GUNS and ARMOR.

Rough, Machined or Finished, Fluid Compressed, Hydraulic Forged.

NEW YORK OFFICE, 100 Broadway.
PHILADELPHIA OFFICE, 421 Chestnut Street.
CHICAGO, ILL., Marquette Building.

W. S. LEWIS Manufacturer of all kinds of KILN-DRIED and JOINTED STAVES A SPECIALTY. **SAWED STAVES**

Orders filled on short notice. Kanawha County, Charleston, W. Va.

SALMEN BRICK & LUMBER CO., Ltd., Sildell, La.
Manufacturers Cypress and Yellow Pine Lumber. Mixed Car Loads a Specialty...



CREOSOTED PILES, LUMBER and CROSSTIES
Treated with Dead Oil of Coal Tar.

PINOLINE WOOD PRESERVATIVE. Highest Antiseptic Qualities. Insoluble in water.
PINOLINE ROOFING PAINT. Durable, Elastic and Cheap.

FOR PRICES WRITE

Fernandina Oil & Creosote Works, Fernandina, Fla.

BUYERS of Machinery, Tools, Mining and Manufacturing Supplies can find anything they need by referring to the advertising pages of the **MANUFACTURERS' RECORD.**

SELLERS of anything that is required by Machinists, Foundrymen, Iron Manufacturers, Coal and Iron Ore Miners, Textile Manufacturers, Woodworkers and Artisans of every class can reach more customers through the **MANUFACTURERS' RECORD** than in any other way.

BALTIMORE, MD.

LOG CARTS.

We build them RIGHT.
We build them CHEAP.

SOUTHERN LOG CART & SUPPLY CO.

Down in
MOBILE, ALA.

CABLE "HEALD."

P. O. BOX 303.

PRICE & HEALD,

Wholesale Dealers and Manufacturers

HARDWOODS & POPLAR

Sawed on the Log, for Domestic or Foreign Trade.

Yards, Locust Point.

Office, Manufacturers' Record Building.

Branches: Grafton, W. Va., Bristol Tenn.

BALTIMORE, MD.

SOUTHERN LUMBER DIRECTORY.

A List of Leading Lumber Dealers and Manufacturers in the South.

This list of representative Southern lumber merchants and manufacturers is published for the benefit of those who desire to reach responsible houses in this branch of business in the South. Readers of the MANUFACTURERS' RECORD who have occasion to correspond with any of the firms mentioned below will confer a favor by mentioning this paper.

YELLOW PINE Manufacturers.

Villa Rica Lumber Co., Anniston, Ala.
 Reddie & Simonson, Birmingham, Ala.
 Hawkins & Smith, Birmingham, Ala.
 Marbury Lumber Co., Bozeman, Ala.
 Marbury & Jones, Bozeman, Ala.
 Peters Lumber Co., Brewton, Ala.
 W. T. Smith Lumber Co., Chapman, Ala.
 Lafayette Cooke, Cook's Springs, Ala.
 Dunham Lumber Co., Dunham, Ala.
 W. J. Williams & Son, Eustis, Ala.
 E. Walker, Flematon, Ala.
 Gadsden Lumber Co., Gadsden, Ala.
 Tuscaloosa Lumber Co., Hull, Ala.
 J. B. Adams, Longview, Ala.
 S. S. Allen & Co., Montgomery, Ala.
 Moore & Kirkland, Montgomery, Ala.
 Wm. C. Holt, Montgomery, Ala.
 Pansy Lumber Co., Pansy, Ala.
 T. H. Boxley, Sterrett, Ala.
 S. A. Blassingame, Verbena, Ala.
 J. C. Jackson & Sons, Wilsonville, Ala.
 Martin Lumber Co., Boiling, Ark.
 Long-Bell Lumber Co., Buckner, Ark.
 T. M. Turpie, Caldwell, Ark.
 Cotton Belt Mill, Cotton Belt, Ark.
 Fordyce Lumber Co., Fordyce, Ark.
 Fort Smith Lumber Co., Fort Smith, Ark.
 Red River Lumber Co., Lewisville, Ark.
 North Arkansas Lumber Co., Portia, Ark.
 Bluff City Lumber Co., Pine Bluff, Ark.
 Kansas City & Southern Lumber Co., Sedgewick, Ark.
 J. I. Parler Lumber Co., Stuttgart, Ark.
 A. J. Neimeyer Lumber Co., Waldo, Ark.
 Simpson & Co., Bagdad, Fla.
 Carey & Ollinger, Bagdad, Fla.
 Sanford Lumber Co., Caryville, Fla.
 Skinner & McDavid, Escambia, Fla.
 J. P. Little, Sumner, Fla.
 Chipola Lumber Co., Mariana, Fla.
 Southern States Land & Lumber Co., Muscogee, Fla.
 Armstrong & White, Neoga, Fla.
 McMillan Mill Co., Pine Barren, Fla.
 Georgia & Florida Investment Co., Tallahassee, Fla.
 Putins Mfg. Co., Augusta, Ga.
 Flint River Lumber & Export Co., Bainbridge, Ga.
 Brown & Garber, Brunswick, Ga.
 Donaldson Lumber Co., Donaldsonville, Ga.
 T. W. Garbutt & Co., Garbutt, Ga.
 James K. Clark Lumber Co., Gertrude, Ga.
 Hewich Lumber Co., Hazelhurst, Ga.
 O'Neil Manufacturing Co., Rome, Ga.
 Hise & Dodge Lumber Co., St. Simon's Mills, Ga.
 Julius Levin & Co., Alexandria, La.
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 Galt Lumber Co., New Orleans, La.
 W. W. Carre, New Orleans, La.
 McEwen & Murray, Limited, New Orleans, La.
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 Hearn & Co., Robertsville, La.
 Victoria Lumber Co., Victoria, La.
 Keystone Lumber & Imp. Co., Bogue Chitto, Miss.
 J. S. Blackburn, Ellisville Depot, Miss.
 W. L. Rankin & Bro., Fayetteville, N. C.
 C. C. Wade & Son, West End, N. C.
 Bridges & McKirhan Lumber Co., Wilmington, N. C.
 D. W. Alderman, Alcolu, S. C.
 S. D. Mins, Edgemoor, S. C.
 Walard Lumber Co., Greeleyville, S. C.
 Salsano Lumber Co., Beaumont, Texas.
 Latcher & Moore Lumber Co., Orange, Texas.
 D. R. Wingate Lumber Co., Orange, Texas.
 Southern Pine Lumber Co., Texarkana, Texas.
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 Aberdeen Lumber Co., Aberdeen, N. C.
 Pine Lumber Co., Aberdeen, N. C.
 C. W. Mobley & Co., Berry, N. C.
 Gray Manufacturing Co., Bosley, N. C.
 Albemarle Lumber Co., Elizabeth, N. C.
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 Frank Hitch, Hamilton, N. C.
 Putters Lumber Co., Hub, N. C.
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 W. R. Nades & Bro., New Bern, N. C.
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 John L. Roper Lumber Co., Roper, N. C.
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W. T. Ferguson, Ferguson's Wharf, Va.
 Cooper & Spottswood, Jarratts, Va.
 Apex Lumber Co., Lynchburg, Va.
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 Highland Land & Lumber Co., Humphrey, Ark.
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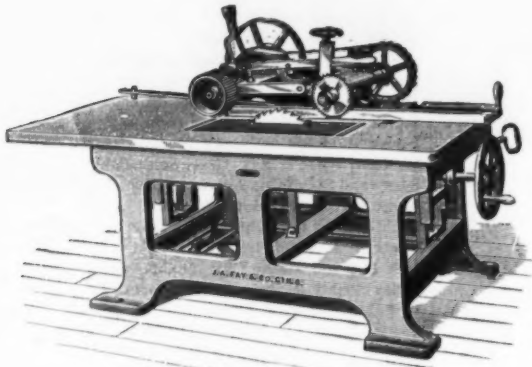
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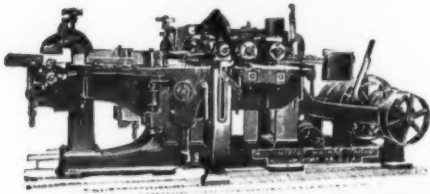
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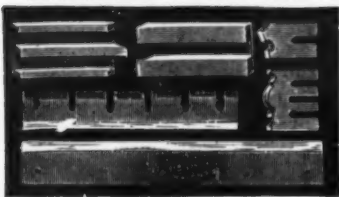
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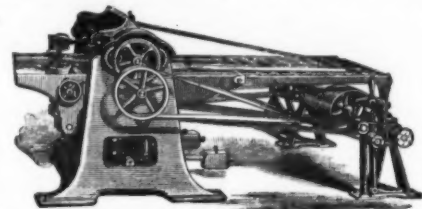
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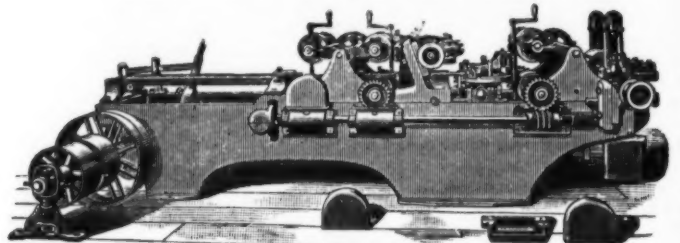
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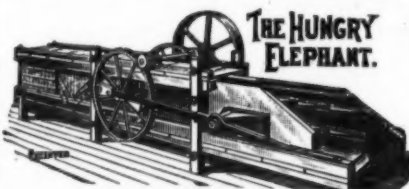
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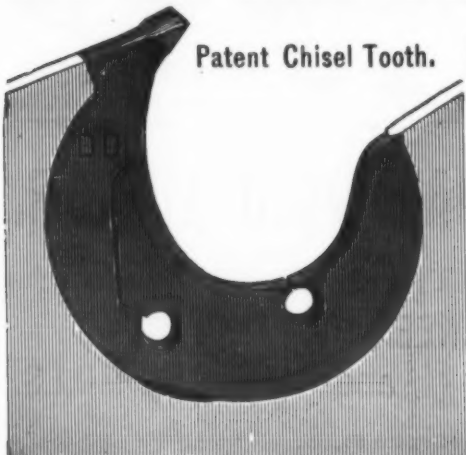
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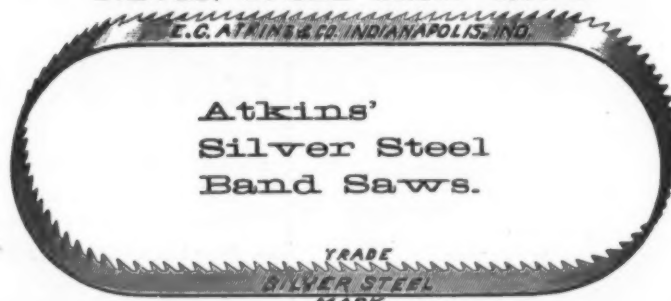
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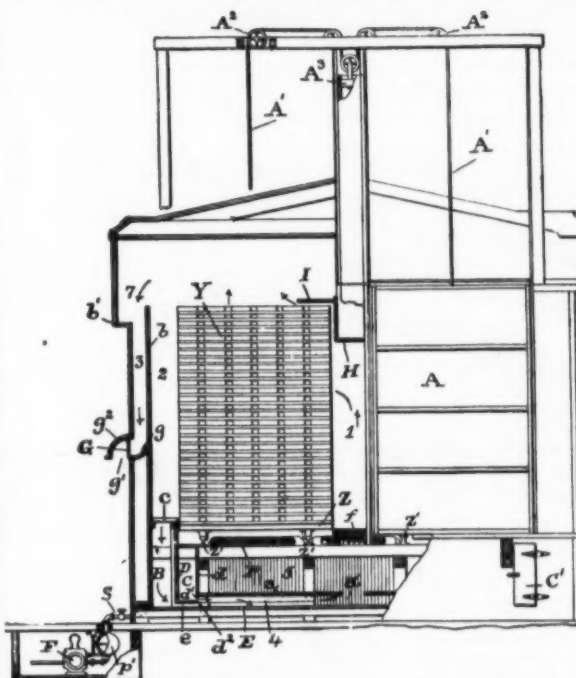
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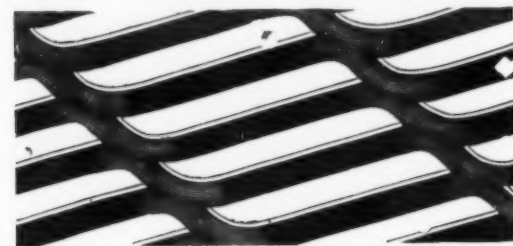
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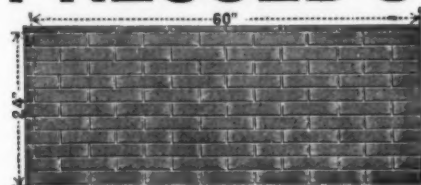
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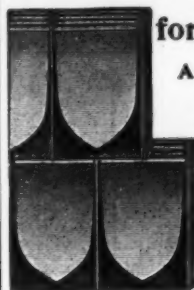
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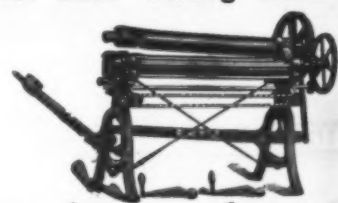
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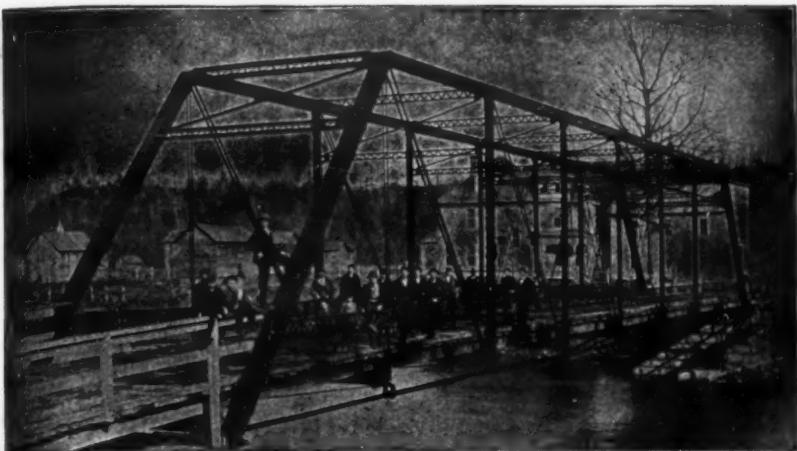
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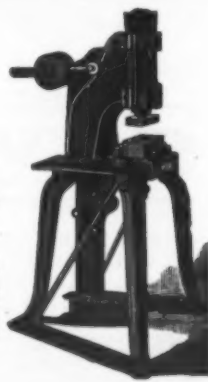


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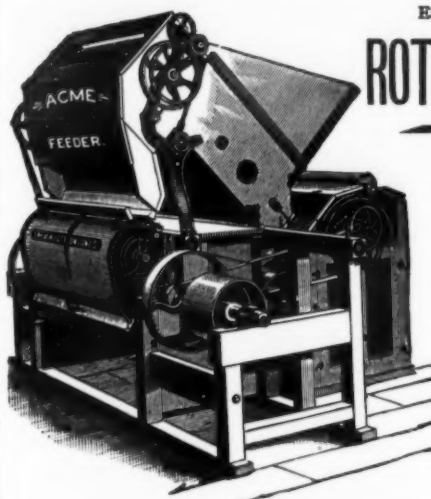
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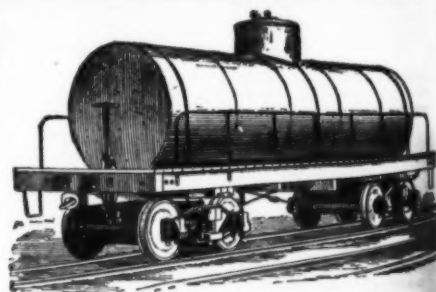
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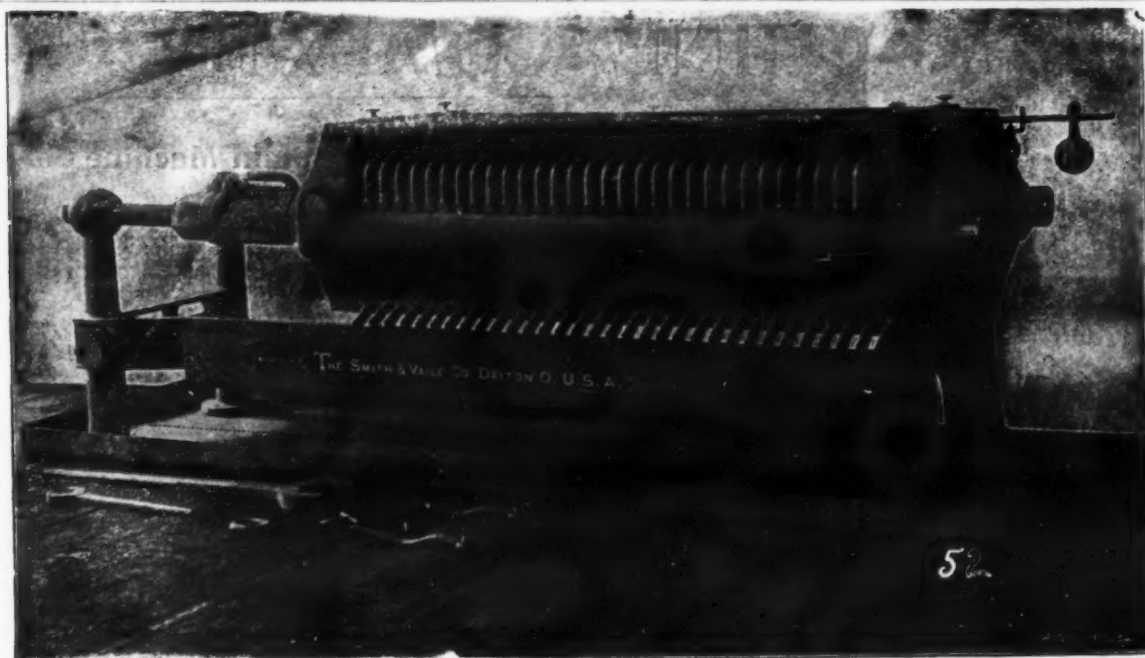
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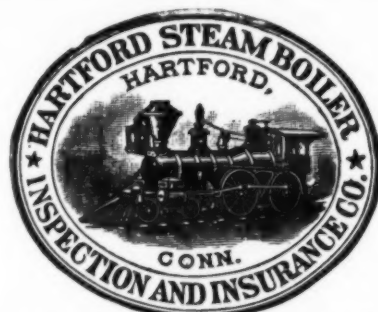
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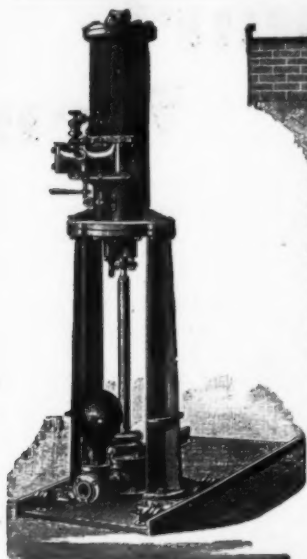
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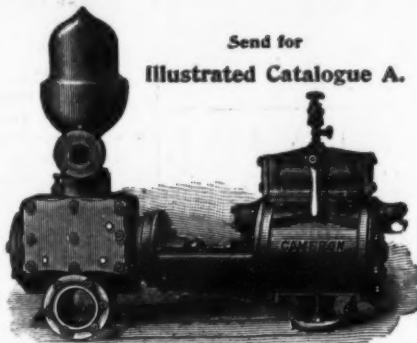


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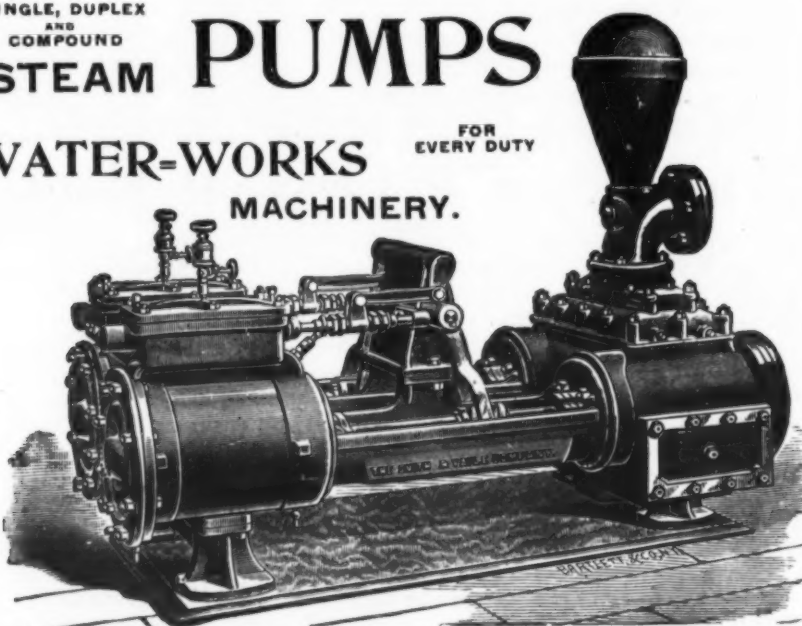
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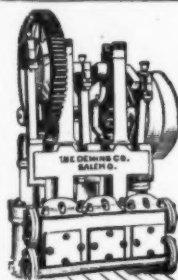


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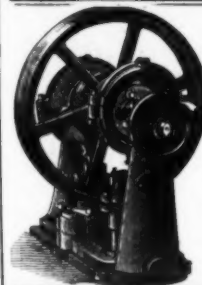
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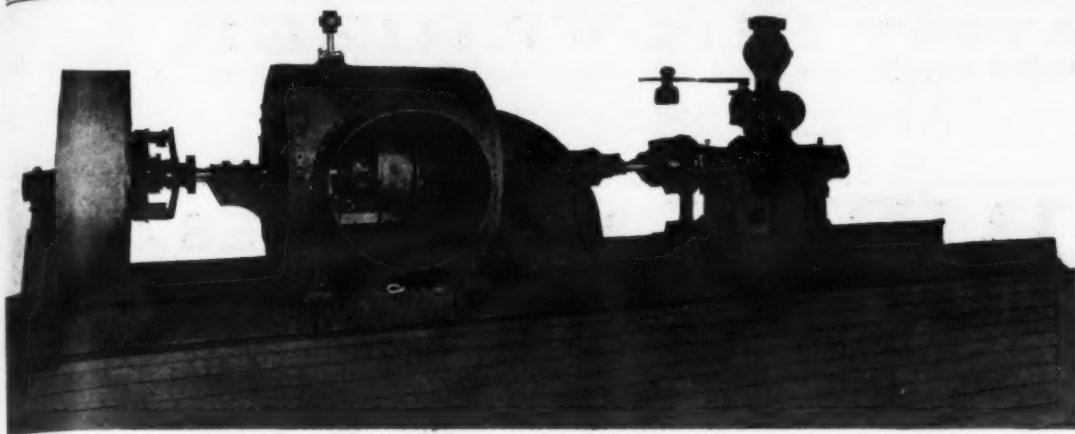
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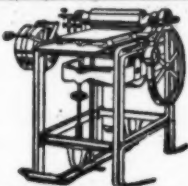
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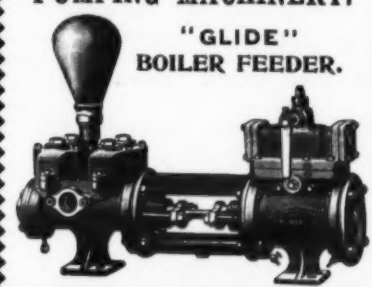
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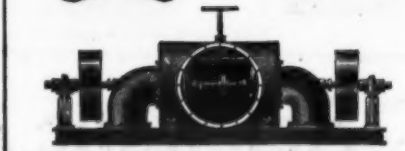
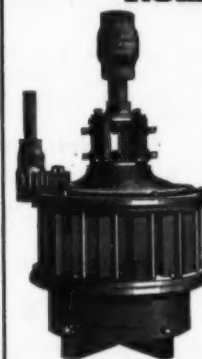
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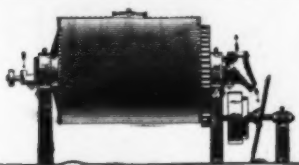
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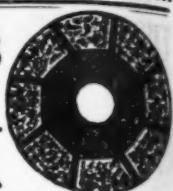
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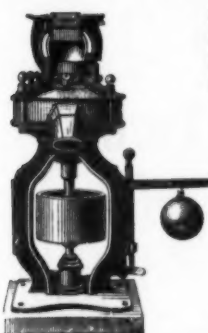
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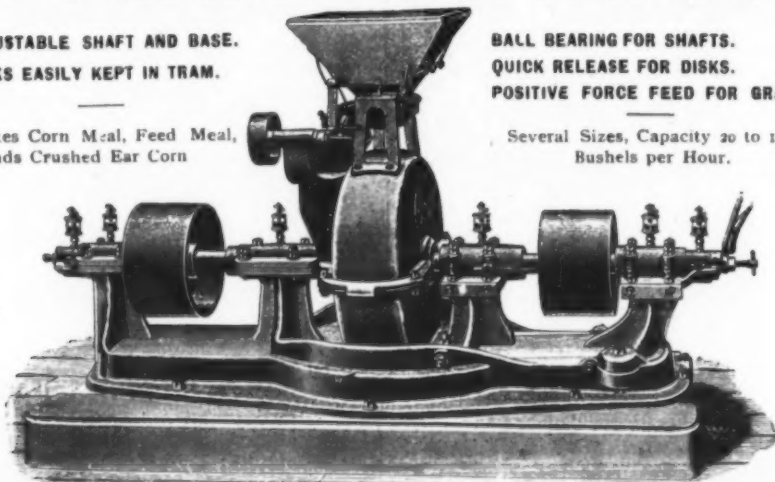
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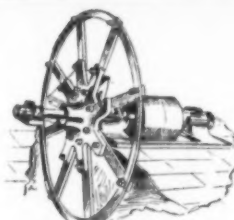
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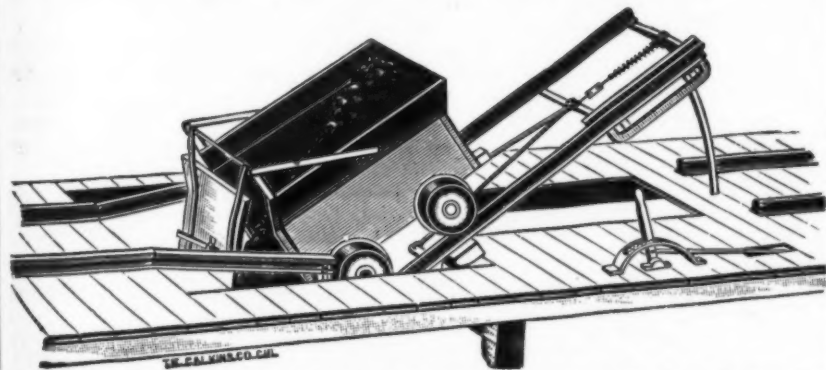
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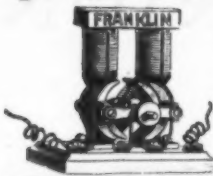
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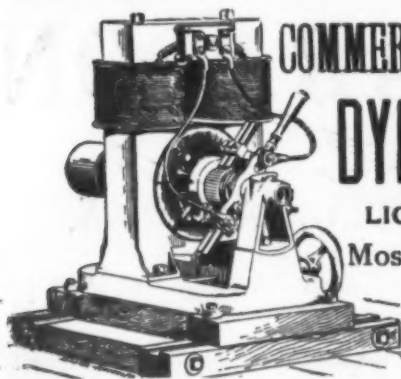
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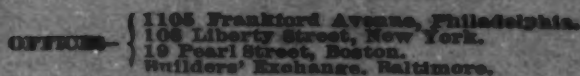
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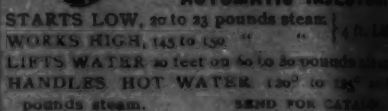


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